

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST

OVERCAST.

Barometer 29.70

July 18, 1914. Temperature 6 a.m. 78. 2 p.m. 79. Humidity 92 94

July 18, 1913. Temperature 6 a.m. 79 p.m. 87. Humidity 87 75.

2851 庚午年五月廿五日

SATURDAY, JULY 18, 1914.

大英一千九百一十四年七月十八日

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

HOME RULE.

CABINET CONFERS.

[Reuter's Service To "The Telegraph."]

London, Received July 18.
Two full Cabinet meetings were held to-day to consider the Irish situation, making the fourth meeting this week.

Situation Unchanged.

After the second meeting of the Cabinet the views of the Government on the demand for the exclusion of Ulster were submitted to a meeting of Opposition Frontbenchers to form a counter proposal. The decision of the meeting thereon was conveyed to the Cabinet. An agreement has not been reached and the situation is unchanged.

Later.

Mr. Asquith had an audience with His Majesty the King last evening.

FRONTIER INCIDENT.

ZEPPELIN FIRED AT.

London, Received July 18.

Reuter's correspondent at Berlin reports that an Army Zeppelin accidentally crossed the Russian frontier; the Russians fired upon it, but it recrossed undamaged.

THE NEUMANN MURDER.

ANOTHER MAN CHARGED.

Denials and Contradictions.

Investigation of the Neumann murder case was continued in the Mixed Court at Shanghai on the 13th. In the absence through illness of Magistrate Kuan, Magistrate Wong accompanied the German Assessor, Dr. Schirmer, on the bench. The sitting was a long and laborious one, says the North China Daily News and provided many instances of the immense difficulties which the inquiry involves. A new piece of evidence which may prove of some importance led to a fourth man—a ricksha coolie named Tan Dah-shih—being bracketed with the three men already charged with the murder.

Mr. K. Newman and Chief Det. Inspector Armstrong again appeared for the prosecution.

Suspicious Statements.

Mr. Newman, in announcing that the name of Tan Dah-shih had been added to the charge, said that the Court would remember that Wong Loh, Wong Taz-ziang, and Teu Pab-tze, the three men first charged, all stayed together at a house in Chapei, part of the house being rented by Wong Loh, and part by Teu's father. From what Teu, the new prisoner, first told the police, it seemed that he did not know very much about the business, but it had been discovered that he was a ricksha coolie and had been in the habit of waiting outside the Neumann restaurant, on various occasions during the six months preceding the murder. After the last hearing, Mr. Neumann's house-boy, who was still in custody, without any hesitation recognized Teu as a coolie he had often seen waiting at the door of the restaurant. It was his custom to look up the stairs on the watch for customers about to leave. Prior to being

TELEGRAMS.

PARLIAMENT.

NEW SESSION PROGRAMME.

[Reuter's Service To "The Telegraph."]

London, Received July 18.
Speaking in the House of Commons Mr. Asquith said the New Session would start the last week in November and continue to the first week in December.

He also announced that many Bills would be dropped, but the Government intended to pass the East African Soudan Loans and hoped to pass the British Naturalisation, and the Anglo-Persian Oil Bills.

LABOUR MENACE.

MR. LLOYD GEORGE'S WARNING.

London, Received July 18.

Speaking at the Bankers' Dinner, at the Mansion House, Mr. Lloyd George alluded to the imminent menace of industrial trouble owing to the unparalleled combination of 2,250,000 transport workers and miners. He uttered a solemn warning to the effect that the prospect of a settlement of these dangerous disputes was complicated by the situation in Ireland. If they led to industrial strife in Ireland during the next few weeks, the situation would be the gravest with which any Government had had to deal for centuries. For that reason all should strive to secure a reasonable composition.

recognized in this way, Teu had said that he had never been in Hongkew, and had never in his life crossed the Garden Bridge. He was asked if he knew Hongkew, and in what part of Hongkew he used to wait with his ricksha, and for some unknown reason he volunteered the statement that he did not know where the Garden Bridge was, and had never crossed over it. He further told the police that he had never seen the woman Lih Sing-zi before and did not know her, but his own father, in a statement made to the Police, said that this woman was his niece. These denials were suspicious and, Counsel suggested, justified the placing of Tan's name on the charge sheet.

The House-boy's Evidence.

The house-boy spoken of by Counsel was then called, and said he had been in custody since January 24 last. He identified the prisoner Tan as a ricksha coolie he had continually seen outside the restaurant in Astor Road.

Counsel—Did you see him there on the day before the murder?

Witness—Yes.

Counsel—Did you see him there on the day before the murder?

Witness—I don't remember.

Counsel—On the night of the murder you left the house at 11 o'clock and returned about 1 o'clock?

Witness—About five minutes past one.

Counsel—Have you ever seen any of the other prisoners?

Witness—No.

Chief Det. Inspector Armstrong said that he had taken statements from the prisoner Tan on two occasions. He first said that he knew the woman Lih who came to stop at the house in Chapei, but he asked her to leave because she had a bad reputation. He said she was a stranger to him and no relative. He denied knowing anything about the others, and said he had never been in Hongkew and had never crossed the Garden Bridge.

TELEGRAMS.

BOXING.

CARPENTIER-SMITH AGAIN.

[Reuter's Service To "The Telegraph."]

London, Received July 18.
Another fight between Carpentier and "Gunboat" Smith is being arranged for after Carpentier meets Wells.

The columns of the evening papers are full of last night's decision.

Carpentier says he is disgusted with the unsatisfactory result. "Gunboat" Smith declares that the fight should have continued, as Carpentier's Manager jumping in the ring was a foul sufficient to give him (Smith) the win.

MORE DESTRUCTION.

SUFFRAGIST SLASHES PORTRAIT.

London, Received July 18.

A Suffragist slashed Millais' portrait of Carlyle at the National Portrait Gallery.

HOME CRICKET.

London, Received July 18.

Hampshire beat Worcestershire at Southampton by eight wickets. (Last year Hampshire won by two wickets).

TELEGRAMS.

ELCHO SHIELD.

WIN FOR SCOTLAND.

[Reuter's Service To "The Telegraph."]

London, Received July 18.
At Bisley, in the shoot for the Elcho Shield (15 shots at 900, 1,000 and 1,100 yards) the scores were:—

Scotland.....1,912.

England.....1,899.

Ireland.....1,871.

[Scotland also won last year, with a score of 1,733, England scoring 1,722 and Ireland 1,669.]

CHICAGO RAILWAYMEN.

London, Received July 18.

Reuter's correspondent at Chicago states that the striking railwaymen have asked for Federal mediation.

ANOTHER STRIKE FEARED.

HOLIDAY WANTED.

London, Received July 18.

A strike of 3,000 engineers is threatened at Blackburn, the employers refusing to grant the men a holiday.

the place. He was shown a photograph of the house, an interior, and a photograph of the mutilated body, but maintained a stolid expression and said he knew nothing about it.

The Unknown Garden Bridge.

In answer to Mr. Newman, accused said he did not know the robber chief except as a friend of Wong Taz-ziang. They came down from a camp at Yangchow, not a robbers' camp—a soldiers' camp. Wong had a fur coat when he came down and seemed to be in affluence, but witness did not ask any questions. Accused denied that he paid travelling expenses, as the other accused said, he had done. He denied seeing a gold watch at his house, or a revolver.

Although he had worked in Shanghai as a policeman and a tram conductor, he had never been over the Garden Bridge. He now remembered that he had been to the tramway office to pay in money, but he had no idea of the Astor House hotel on the right. They were all foreign houses there, and he did not know one from another.

Accused was again shown photographs, a photograph of the body, and an impression of finger prints on it alleged to be his own. He denied it, and said he had never been in the house. Directly afterwards, in answering another question, accused mentioned an alleyway at the back of the Astor House.

Wong Taz-ziang was next called and examined at length. He outlined his history as a farmer, ricksha coolie, and soldier, and described how, after the fighting at Nanking, he went in at the gates and took \$50, two fur coats, and twenty pearls from the first dead body which he came across inside the city. He had not any gold watches or rings. He admitted coming from Yangchow with the robber chief, Teu, and associating with Kih Chapei. Accused denied all

TELEGRAMS.

ECLIPSE STAKES.

KENNYMORE BADLY BEATEN.

[Reuter's Service To "The Telegraph."]

London, Received July 18.
The result of the Eclipse stakes is as follows:—

Mr. H. Cholmondeley's Hapsburg (Foy) 1.

Mr. Sol. Joel's Honeywood (Donoghue) 2.

Sir John Thursby's Kennymore (Clark) 3.

The Race.

Thirteen ran. Hapsburg won by two lengths, three lengths separating second and third. Kennymore delayed the start. Hapsburg led throughout and won easily. Cantilover was placed fourth. Time: 2 mins. 11.1-5 secs.

Jockeys Changed.

White Magic was ridden by Randall and Lord Godolphin by Robinson.

Betting.

The betting was 11-8 against Kennymore, 10-1 against Hapsburg and 25-1 against Honeywood.

Place Betting: 6-4 against Hapsburg; others in proportion.

knowledge of the Astor Road crime,—he had never heard of it—and of the neighbourhood, and of the conveyance of valuables up country. At this point the hearing was adjourned until next day.

FLIGHT BEFORE "WHITE WOLF."

Loss of Important Frontier Town.

A telegram to the Chinese press from Peking, dated July 8 states that as soon as the report of the fall of Chintseku, a stronghold on the border of three provinces, Honan, Hupeh and Shensi, reached the Headquarters at Peking, an urgent telegram was sent to General Tien Wen-lieh at Kaifeng by order of the Generalissimo, expressing disapproval and indignation at the precipitate retreat of the senior commanders, Tien Tzong-ling and others, before the brigands' approach. These officers have held posts of honour and trust and have received very generous treatment in ordinary times; and their cowardly flight and abandoning of this very important position on the frontier of Honan to the mercy of the brigands without a struggle is the more culpable. General Tien is ordered to ascertain the names of all the responsible commanders and officers, and submit a full report so that they may be punished. They will be shown no leniency.

Telegraphic reports from Nanyang confirm the above tidings in every respect. The troops at Chintseku under Lieut. General Tien Tzong-ling were quite demoralized, as soon as they learnt that the "White Wolves" were only some forty li distant. Confusion ensued among the troops themselves, who soon abandoned this stronghold and fled. Of course, an exodus of the people, who thus became quite helpless and alarmed, immediately followed.

TELEGRAMS.

GOVERNOR OF MALTA.

NEW APPOINTMENT.

[Reuter's Service To "The Telegraph."]

London, Received July 18.
Lieut. General Sir William Edmund Franklyn, Military Secretary to the Secretary of State for War, has been appointed Governor of Malta.

MEXICAN TROUBLES.

UNCONDITIONAL SURRENDER.

London, Received July 17.

Reuter's correspondent in Mexico City reports that two trains of Constitutional troops en route for the capital are expected tonight. General Carranza says the Federals must surrender unconditionally prior to any negotiations.

Many Troops Leave. It is regarded as significant that the Constitutional General Gonzalez, with 68 train loads of troops, have left Saltillo for the South. Senhor Carbajal has ordered the immediate release of all political prisoners. Carbajal to Retire. Reuter's correspondent at Mexico City states that Senhor Carbajal says that he intends to retire in favour of General Carranza. Secretary Bryan applauds this effort towards peace.

Later.

Reuter's correspondent at Brownsville, Texas, states that the town of San Luis Potosi has surrendered to the rebels.

Senhor Carbajal says he intends retiring from the Presidency of Mexico in favour of General Carranza.

Mr. Lloyd George, speaking at the Bankers' Dinner, alluded to the menace of industrial trouble caused by the Labour combine.

Negotiations between the Cabinet and the Opposition Front Bench for an Ulster settlement leave the situation unchanged.

NEWS.

Hongkong Twenty-five Years Ago appears under the heading of "1889" on page 4.

"Our contemporaries" will be found on page 2 and log book on page 6.

General news and some interesting polo notes will be found on page 3.

A special article dealing with cruelty to animals in Hongkong appears on page 4.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.

Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.

Victoria Theatre 9.15 p.m.

Wednesday July 23.

Meeting of Metal Importers at Secretary's Office, H.K. Chamber of Commerce.

Thursday July 23.

General Meeting Associaçao Portuguesa de Socorros Mutuos.

Monday July 27.

Meeting H.K. Central Estates Ltd.—noon.

Tuesday July 28.

Lady May "at home," Mountain Lodge.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Scotland won the Elcho Shield at Bisley.

Latest Home cricket results are given to-day.

Hapsburg, a 10 to 1 chance, won the Eclipse Stakes.

Lieut. Gen. Sir W. E. Franklyn has been appointed Governor of Malta.

A suffragist has slashed the Millais' portrait of Carlyle in the National Portrait Gallery.

Another fight is being arranged between Smith and Carpentier, after the latter has met Wells.

Neither Smith nor Carpentier are satisfied at the result of the big fight.

A German Zeppelin crossed the Russian frontier accidentally and was fired at.

General Carranza says the Federal forces must surrender unconditionally.

The new session of Parliament is to meet in the last week of November.

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MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

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Hongkong, 29th Jan., 1912.

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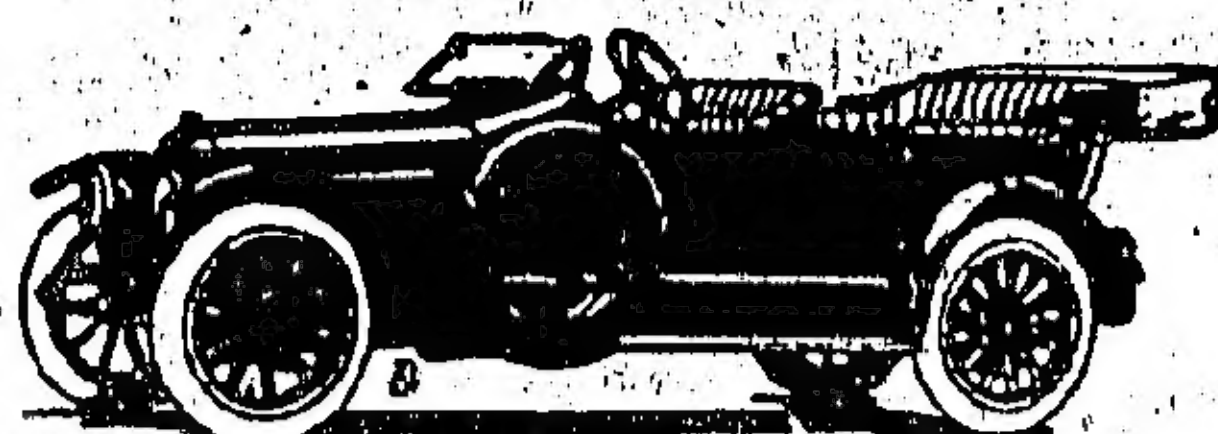
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Hongkong, July 14, 1914.

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TELEPHONE NO. 1013.

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NOTICES

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OUR
CONTEMPORARIES.

China Mail.

The Future of the Submarine Boat.

First, in regard to size, it may be said that the largest of the German boats nearing completion has a displacement on the surface of 750 metric tons, and submerged of 900 tons, the length being just over 214 ft. It is propelled by two sets of Diesel engines, together of 4000 brake horsepower, working twin screws, and it is anticipated that the speed on the surface will be about 20 knots, and submerged about 10 knots. Russia is understood to be building a vessel of considerably over 1000 tons, and proposals for ships of as much as 1700 and 2000 tons displacement are being considered by other Powers. These larger vessels will be able, of course, to carry a greater offensive armament, either by increasing the number of torpedoes, or by fitting larger guns with disappearing carriage, for which cavities are formed in the deck. It is understood that, so far, only 12-pounder guns are contemplated.

South China Morning Post.

Rules of the Road.

Failure to observe the Rules of the Road is far too common an offence on the harbour of Hongkong, and it is an offence which is expected to be committed last of all by a steam-launch flying the blue ensign. When it is considered that there are over 300 steam launches and motor boats flying to and fro at all hours of the day, in waters which are already congested enough, the necessity for the rigid observance of the common rules of navigation is obvious. The strictures passed by the Acting Harbour Master in the Marine Court yesterday will therefore be fully endorsed by all who have occasion to travel on the harbour and more particularly by owners of launches who must entrust their property to servants. The latter, having comparatively little stake themselves, are apt to become careless or to take a sporting risk when the opportunity presents itself.

Daily Press.

White Wolf.

We notice that Dr. Morrison is credited in a London paper, with the statement that "it is apparently not generally known that White Wolf himself was executed in Honan three months ago." This information certainly is not generally known, even in China. It is true that White Wolf was officially reported about three months ago to have been killed in an engagement with the Government troops, but that statement was received, as most official reports from the scene of operations have been, with due caution, and subsequent information seems to establish as a fact that the report of White Wolf's death was "very much exaggerated." Less than a month ago an official report was published which mentioned among the details of an engagement that White Wolf had been "wounded." Still later news has referred to White Wolf as though the "wound" had not seriously interfered with his activities. The latest news of him is that notwithstanding the fact that the Government has put a very large army into the field "to round him up" he has managed to hold together a large force, which continued the campaign of murder and pillage with unrelenting ferocity.

Wireless Telegraphy in Dolonor. Owing to the recent warfare between the Chinese troops and the Mongols, there has been a growing demand for adequate means of communication on the Northern frontiers. The Ministry of Communications and the Ministry of War have consulted with each other and decided that a wireless telegraph service should be established at Dolonor owing to its strategic and other importance and that materials for its construction should be promptly transported to the Occupation Commissioner there, so as to hasten the work.

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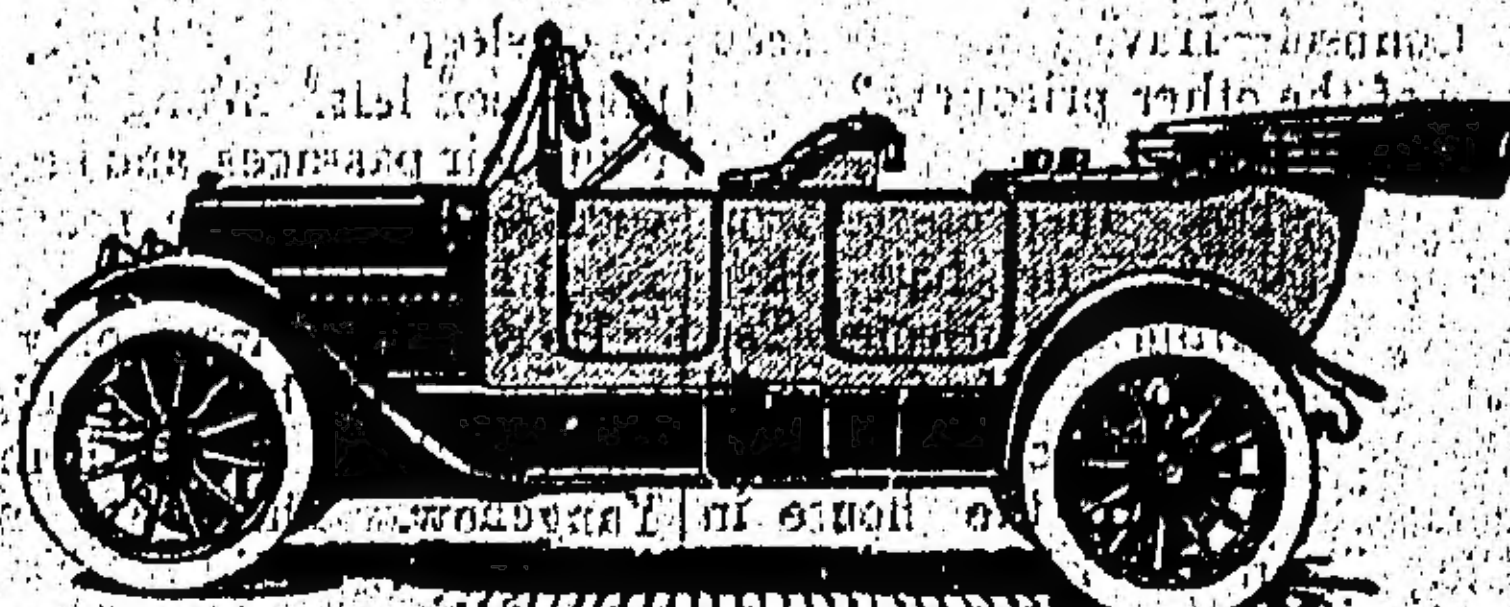
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GENERAL NEWS.

Mistaken Identity.
A remarkable story of mistaken identity was told at the Berkshire Assizes recently, when a 15-year-old boy named Alfred F. J. Ellis, of Wokingham, was acquitted of a charge of robbing a Mrs. Christal De Vore Wide, a lady artist, also of Wokingham, and also of feloniously wounding her. Mrs. Wide said that the accused came to her and asked her for £50, which she declined to give him. Ellis, she alleged, then struck her twice on the head with a coal hammer and ran away. Afterwards she missed her purse containing money. The evidence for the defence was that Mrs. Wide had made a mistake, and it was stated that she had on one occasion admitted that the boy who visited her might have been a brother of the accused. The jury, in bringing in a verdict of *Not guilty*, said they were satisfied that a mistake had been made, and the Lord Chief Justice concurred.

Beef in Cold Storage for Eighteen Years.

A hindquarter of frozen beef exhibited at Smithfield last month, after being in cold storage for 18 years, offers a remarkable example of the revolution which refrigeration has made in the food supply. Although somewhat faded in appearance and obviously deteriorated by age, part of it has already been used as food and was said to be still sound. The hindquarter was shipped from Australia in 1896 to Messrs. Weddell and Co., importers, and has been kept in cold storage for experimental purposes by a firm of military contractors at Malta, until the Government took over their warehouse some months ago. It is not uncommon for meat to be kept in a frozen state in London for two or three months in order to obtain a better market. It will retain its freshness for years, but the cost of cold storage, usually 1d. a stone each month, prevents its preservation for long periods.

Annual Tuba Fishing in Sarawak.

The annual tuba fishing, after being postponed once or twice, took place finally on June 21, in the Quop river, the tuba being thrown into the water at Peking at 8.30 a.m. or thereabouts on a rising tide. The river here is broad and deep and there is no lack of fish at this spot, so it is said, but none rose to the surface and it can only be supposed that the tuba was too dry, it having been kept for two months, more or less, before being used. There were plenty of boats on the river ready for the sport, but the greater number, after waiting about an hour or two, returned to Kuching. It was a most disappointing day. His Highness the Rajah Muda was present, having walked to Peking, as did many others; and there was quite a fair sprinkling of Europeans, including two or three ladies, on the river. The number of native boats was not perhaps as great as usual but this was probably due to the fact that the *landas* being over, many people were pursuing their usual occupations round the coast.

Bravo, Manila Chinese.

A number of prominent representatives of the Cantonese community in Manila met last week at the rooms of the Cantonese Merchants Association, for the purpose of taking steps toward the organization of a relief committee to solicit voluntary contributions to aid the sufferers in the recent West River valley flooded district, says the *Catlo-news*. The idea of holding a bazaar, similar to the one held last year to aid the revolution movement in China, was discussed, but it was decided that the present commercial depression is such that an enterprise of this kind would be impracticable at this time. It was the consensus of opinion that a subscription might be opened to better advantage, requesting voluntary contributions among the members of the Chinese community, and it is estimated £10,000 may be raised in this manner to aid the homeless and distressed countrymen.

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POLO NOTES.

Lessons of the Cup Victory.

The more I think over the American Cup matches, writes a *Globe* correspondent, the more I see that they are a vindication of the old school of English play. It was the unbroken defence of the England team which was a great factor in their ultimate success. The forward play was not so good in one respect. There was a good deal of missing of "sitters." Of course this often happens to first-class players, but it is always defective play. No doubt misses will always occur, but the player to whom it happens is not entitled to put it down to bad luck, but rather to insufficient practice at goal. If I were asked to give in few words the probable cause of the success of the England team I should put it down to the presence of Captain Barrett and the absence of Mr. Whitney. In other words, ours was a team in sympathy with their leader and each other, for the first time since we lost the cup by playing scratch teams with imperfect sympathies each for the other.

The English team of ponies proved themselves to be quite as good as I have always thought them, and better schooled than the Americans. Of late years I have often noted the great improvement of school work which has been brought about by the Messrs. Balding and others. We have in "The Globe" never wavered from the belief that the English ponies should never be taken to America just before they are wanted for the matches. It is, however, interesting to note that the English ponies were in better condition than the ponies of the defenders. This does Lord Wimborne's stud groom great credit. It shows that he has mastered the not altogether easy problem presented by polo condition complicated by a voyage and a change of climate. We are told that there will certainly be a challenge next season. I hope that it will be found possible to keep together the pick of this fine team of ponies in order to defend the Cup. The competition will be very keen for the best.

English Polo.

While all our thoughts have been turned to the fortunes of our team in America our own interest in first-class matches are rather in danger of being neglected. Yet they have been most interesting, and the polo as good as can be seen anywhere.

Last Saturday the Ranelagh Cup was won by a new team—the Cavalry Club—Mr. Osborne, Mr. G. Phipps, Hornby, Captain Hurndall, and Captain A. N. Edwards. This team defeated in succession the Old Etonians and the Old Cantabs, the two best teams of the season. The Cavalry Club were a scratch team in the sense that only two of them had ever played together before. But a scratch team of soldier players is never so difficult to play

into form as a team of civilians.

Incidentally we saw a new back player in Captain Edwards, who showed (in a position comparatively new to him) all the form which he seemed to have lost since his return from America last year. It appears likely that the position of back will regain all its old importance in the minds of spectators. Good "back" play is a characteristic of English polo, and it is interesting to note that sound defence gave the Meadowbrook Cup to England and the Ranelagh Cup to the Cavalry Club.

Champion Cup at Hurlingham.

In the Ranelagh Open Cup the Cavalry Club met the Old Cantabs on one of those days when Mr. Buckmaster's team were out of form. The better a team is the more certain is it that from time to time they will suffer from these lapses. Polo is at present an amateur's game (though, indeed, our polo is by no means amateurish), but it is only the professional at any first-class game whose form is always (or at all events generally) sustained.

Therefore we shall look forward to the meeting, in the course of the Champion Cup Tournament at Hurlingham, of the Cavalry Club and the Old Cantabs, which as I write, seems almost certain. The Cavalry Club is stronger at No. 1, but we never know what Mr. Buckmaster may not achieve, especially when the game is going against him. In any case, if these two teams meet to-day it should be the game of the season.

Pony Shows.

There are no shows to equal in interest those at Hurlingham and Roehampton. We see at these exhibitions the polo pony in the middle of his season, and therefore in the height of condition. The recent victory in America will restore the confidence of those who are possessed by the idea that the best ponies leave our shores for America. There are to-day polo ponies as good or better than there have ever been.

Prices are high, but that helps to keep up the standard of polo pony breeding. For the polo pony, like every other breed of horse, depends on the market which supports him. The market is more than ever important to us now because our polo-bred ponies, i.e., those with pony and racing blood, blended on the lines of the National Pony Society, are now the best in the world, and the necessary increase in the output of polo-bred ponies must depend on a free and steady market for those we raise.

On the whole this year's rivals were in advance as to the average quality of the exhibits, and if an Arthur, a Worcester, or a Rising Star was not to be seen, yet the winners were the best of classes which had no tail.

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By Order,
"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 18, 1914.

THE ESTATE DUTY BILL.

We understand the estate duty bill recently introduced is
receiving fresh consideration from the Government. This is a wise
step. It is one thing to attempt to render the present probate duty
more effective; another to substitute for it a different duty far wider
in its scope and effect. The duty now payable on death—probate
duty—is simple in nature and easily ascertained. It is payable on
the value of what belonged to the deceased personally and absolutely.
The machinery for paying it is equally simple. All that is neces-
sary is to find out what property the deceased left in the Colony,
estimate the value of it, and calculate the duty according to the
prescribed scale. The presentation of a petition setting out the
details of the property and the estimated value of it is all that is
required. Disputes as to the estimated value are rare and easily
settled. The duty and the system are simple and eminently suited
to local conditions.

The duty it is proposed to substitute for this is known as estate
duty. It was first introduced at home by Sir William Harcourt's
Finance Act of 1894. It is payable not only on property which
belonged to the deceased but also on property which did not.
Whenever a benefit accrues to somebody by reason of a death—the
cessor of a life interest for instance—duty is payable on such benefit.
The deceased may have left behind nothing he could call his own;
yet duty may have to be paid because somebody benefits
by the death. All this is to be effected by means of complicated
accounts and affidavits of an inquisitorial nature. A special
commissioner is to be established to attend to the collection.

In short, Somerset House and its ramifications are apparently to
be established in full blast in our midst. A step more and we shall
be liable to increment duty and undeveloped land duty and all the
other creations of Mr. Lloyd George's fertile brain.

We are not told what financial result is expected to follow the
introduction of these new elements into our peaceful lives, or
perhaps it would be more appropriate to say, into our peaceful
deaths. Four results of the bill, if it becomes law, are fairly
certain: (1) Those who come after us will be very much harassed.
(2) British subjects will pay in full (3) The increase of revenue
will be negligible. (4) Legal expenses will be greatly increased.

Apart from the new duty, the bill appears to represent an attempt
to ensure duty being paid on Chinese estates, which now largely
and undoubtedly escape. This is a more legitimate field of legis-
lative energy, but it must be approached with the greatest care.
There are provisions in the bill which will inevitably deter
Chinese capital from being invested in the Colony and cause would-
be Chinese residents to ponder deeply before deciding to settle in
the Colony and may drive from our midst some of our most deserv-
ing Chinese residents. Signs of this have appeared already.
The Chinese rightly view these provisions with great apprehension.
They are greatly alarmed. It is of the highest importance that we
should do nothing to depreciate the protective advantages of resi-
dence here which recent events have so strongly demonstrated. It is
better to lose a little revenue than to check an influx of new
residents. It is better to offer inducements to plant a stake in the
Colony than inducements to tear one out of it.

We observe the bill is modelled upon a similar law in the
Straits. This is likely to prove a dangerous encouragement. The
geographical situation of the two places vis-a-vis China is not
comparable. We are at the gates of Canton. The Straits are not.
The bill simply asks for organized opposition and, unless dropped
or considerably modified, is not likely to ask in vain. Let us hope
that better judgment will prevail. The pigeon-hole, and not the
Statute book, is the appropriate place for the bill.

Employment of Troops.

One would like to know precisely what is behind the intention of a member of the present Ministry, Mr. Illingworth, to move in the House of Commons for the appointment of a Select Committee to report on the circumstances under which troops may be employed in civil disturbances or threatened disturbances. Coming at the present juncture, when trouble in Ulster looks all too probable, the announcement will doubtless be given a special significance. Much has been heard of this matter of employing soldiers to put down rioting of late, especially in connection with strikes, but what special need there is for a Select Committee to go to the trouble of investigating the question, we cannot see. Surely if disturbances arise which are beyond the power of the police to suppress, it is only right and proper that the troops should be called out to restore order. If the idea now is to pander to the ultra-Socialists, who would turn the world upside down for naught, then all we can say is that things are coming to a pretty pass indeed.

A Feeble Policy.

But it seems the policy of the present Government to throw sops to its allies, and maybe this is an instance of this sort of thing. Nowadays this is about the only way in which the Liberals are able to keep office. Not only are they afraid to face a General Election, but they are showing the white feather at almost every bye-election. At Brighton, West Birmingham and East Worcester, to mention only a few cases, they have not had the pluck to come forward with a candidate. In any of these places, of course, they could not hope to succeed, but a strong and virile Party would make a fight of it, if only for propaganda purposes. But at present the Government is in anything but a fighting mood.

The Big Fight.

From the commencement let it be understood that we are at one with the referee in the Carpenter-Smith fight—the reward of a foul is disqualification, and if disqualification did not follow as promptly as it should and does in England, boxing would not be enjoying the popularity at home it does at the moment. It does not matter in the slightest whether the foul was intentional or not; it would obviously be unfair to expect a man to continue a fight after he had undergone the suffering attached to a foul. By the laws of boxing the penalty is fixed, and if boxing is going to remain popular the law must be enforced. There is something to be said, of course, for Smith's protest against Carpenter's manager jumping into the ring before he had the privilege, and to plead excitement in this case is no more acceptable than to plead "not intentional" in the other.

Both Men Dissatisfied.

Carpenter says he is disgusted at the result of the fight, and Smith claims that the fight should have continued, since by the manager stepping in the ring as he did he committed an offence against the rules of the game which should concede him (Smith) a win. This in one sense is correct, but one foul does not negative another any more than two wrongs make a right. Arrangements are being made, however, to fix the pair up again, after Carpenter has met Wells, and it is to be hoped that the end will be more pleasing in the true sporting sense. The fight might have one good result, for it is a poor thing that does not produce some good or contain some merit—the pandemonium that followed the decision might teach the "ladies" present that the ring-side is not the nicest place in the world for women to be seen at.

Mishap to N.Y.K. Coasting Steamer.
The N.Y.K. steamer Yamaguchi Maru of 1,700 tons, bound from Yokohama to Oginohama with 1,703 tons of cargo, broke down at about 1 p.m. on the 3rd. After drifting about helplessly for some time she was discovered by the steamer Shikitan Maru of the Yamashina Salvage Office and towed to Oginohama, a distance of a hundred miles. It is reported that her main shaft broke.

DAY BY DAY.

THE TENDER WORDS AND LOVING DEEDS WHICH WE SCATTER FOR THE HEARTS THAT ARE NEAREST TO US, ARE IMMORTAL SEED THAT WILL SPRING UP IN EVERLASTING BEAUTY, NOT ONLY IN OUR LIVES, BUT IN THE LIVES OF THOSE BORN AFTER US.
Spurgeon.

The Weather.
Lower level 8 a.m. Temp 79; rain.
At the Peak 8 a.m. Temp 73; rain.

The Mails.
Siberian Mail.—Closed per s.s. Ceylon Maru to-day at 10 a.m.
English Mail.—Closed per s.s. Assaye to-day at 11 a.m.

Count the Columns.
Yesterday the *Telegraph* published 35 columns of solid reading matter. To-day there will be 40 published.

Flood Relief.
Over twenty thousand dollars have been subscribed by the General Committee of the proposed Chinese Flood Relief Bazaar as working capital.

The Kailan Mining Administration.
The total output of the Kailan Mining Administration's mines for the week ending July 4 amounted to 59,817.43 tons and the sales during the period to 43,343.70 tons.

The Late Mr. W. Paterson's Estate.
Mr. William Paterson, of Wanchai, Dumfriesshire, a director of the Indo-China Steam Navigation Company, who died at Bournemouth on February 17 last, over 70 years of age, left personal estate in the United Kingdom valued at £28,792.

Sir W. Rees Davies.
A considerable body of His Majesty's judges and many eminent leaders of the bar and officials of the legal world attended a Lord Mayor's banquet at the Mansion House on 19th ult. Amongst those present was Sir W. Rees Davies, Chief Justice of Hongkong.

Captain Rymer R.N.
Captain E. H. Rymer, who has been appointed to the command of the battleship *Triumph*, Hongkong, with effect from July 9, says the *London and China Express*, has served in the fleet for 27 years, got his lieutenantcy in 1895, was promoted commander in June, 1906, and captain last December. He has just gone through the course at the War College.

Captain Romilly, D.C.L.I.
Amongst the officers who qualified at the eighth course of administrative training held at the London School of Economics from October until March last was Captain A. H. Romilly, 1st Battalion, the Duke of Cornwall's Light Infantry, stationed at the Curragh.

The Rainfall.
The rainfall during the past 48 hours has been unusually heavy. We learn from the Observatory that it totalled 6.38 inches.

For the Ladies.
Our lady readers will be interested to know that Messrs. Powell's annual summer sale commences on Monday. Everything needed for summer wear has been cut down to the lowest price, and genuine bargains are assured. First come, first served.

The Overland Car.
By the Empress of India the Dragon Cycle Depot received a new consignment of the latest models of the famous Overland car. The inspection of the public is invited, and prospective buyers can try the cars free of charge.

Local Masonic Promotions.
We are informed that, on the 18th ult. the Supreme Grand Council of the Freemasons elected to the thirty-second degree the Hon. Sir Paul Chater, O.M.G. and Mr. H. Percy Smith, both hitherto members of the thirty-first degree.

Lease of Foreshore.
The Government Gazette contains particulars of the proposed lease of Crown Land at Kennedy Town and at North Point, including foreshore and seabed, which will be offered for sale on August 31. Objectors have to send in particulars of their objections within one month from July 17. The premium in the case of the lot at Kennedy Town is \$1,500 and in the case of North Point \$37,000.

CRUELTY TO ANIMALS IN HONGKONG.

Where is the R.S.P.C.A. and What is it Doing?

(SPECIAL ARTICLE.)

Once upon a time there was a branch of the Society for the Prevention of Cruelty to Animals in Hongkong. Spiteful people say that that branch still exists; if so it is to be congratulated on its majestic silence and inactivity. The *Telegraph* has before now offered one or two remarks on the cruelties towards birds, beasts and fish that are daily tolerated in this Colony; but Hongkong people are notoriously slow to take a hint. Therefore it may not be amiss to draw the attention of the public to some of the cases of brutality that, in almost any other city, the Society's branch would deal with; or at least endeavour to deal with.

The performances of the police in Kowloon, where the shooting of dogs is concerned, have already been alluded to in these columns, but there is this to add: for years past mangy, masterless, half-starved dogs have been roaming the streets by day and analysing the contents of uncovered dustbins by night, without any protest from the police. Now all of a sudden, it is whispered that Government ammunition is being expended generously on clean, well-fed and well-bred dogs which are securely muzzled, and for which a licence has been duly paid. The *Telegraph* has suggested, over and over again, that unlicensed and diseased dogs should be shot forthwith by the police, as is done in Singapore; but so far one does not hear that this useful custom has been introduced into Hongkong.

But cruelty to dogs—whether by killing them, or by allowing them to drag out a miserable existence—when death would be preferable—is not the only ground of complaint. Lovers of birds and animals should take an occasional stroll in the direction of the shops where these are offered for sale. There they will see a dozen—and even twenty—young rabbits or guinea pigs or pups, all crowded together in one tiny cage, whose floor area is literally not large enough for the poor little beasts to turn in, so that usually they are heaped higgledy-piggledy, one above another. Similar crowding exists where birds are concerned.

Then too, there is the cheerful practice of slinging a pig, feet upwards, on a bamboo, and thus carrying him through the streets. To the Chinese coolie mind this may be perfectly right and proper; but the European sees no joke in such needless torture. No one supposes that the pig can be coaxed along the road by mere words, or led by a silken thread; but it would not be difficult for the authorities to insist that a crate or hutch of reasonable size should be employed for the carrying of the unfortunate beast.

Another disgrace to the Colony is the method employed by coolies when carrying fowls and ducks through the streets. It would seem as though the said coolies made it a point of honour to crowd as many hapless hens or ducks into a basket, whose cubic contents are about three feet, as it is possible to crowd; the result being that the birds have not even breathing space, leave alone room wherein to turn. And the same kind of cruelty exists towards fish, for it is no new thing to see these creatures brought ashore from the junks in just sufficient water to keep them half alive—and in torture.

Then what is the Society doing? Why does it not seek to influence some member of the Council to introduce a bill making any form of cruelty to animals a punishable offence?

Probably many of the barbarities above-mentioned are already punishable. Why, then, does not the S.P.C.A. take proceedings occasionally?

HELENA MAY INSTITUTE FUND.

The Honorary Treasurer (Mrs. Kemp) begs to acknowledge, with thanks the following donations:—
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1889.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending July 17, 1889.)

Stragglers.
July 11.—This morning a warrant was sent to the police for the arrest of four marines and a gunner, as stragglers from the "Victor Emmanuel." This afternoon four of them were arrested on the Stanley Road; the fifth had straggled beyond human recall, having died, probably through exposure to the sun.

River Traffic and Chinese Opposition.
In view of what appeared on the subject of Chinese competition with British firms in the Canton shipping industry in our extra of last Wednesday, the following from the *Telegraph* of July 12, 1889, is especially interesting.

"The long talked of opposition by Chinese to the Hongkong, Canton and Macao Steamboat Co. has begun to assume a practical shape at last. We understand that the first steamer has been ordered from England through a local commission agent, and that the vessel is to be, to all intents and purposes, an improved *Fatahan*, of somewhat smaller capacity but of greater power and lighter draught of water. The steamer is to be built in England, strictly in accordance with Board of Trade Regulations. Boilers already being commenced are being constructed by Messrs. Kwong Hee-long of Wanchai and are likewise being constructed strictly according to Board of Trade Regulations. From the plans and specifications which have been submitted to us we think the vessel is well suited to the requirements of the inland river trade in this neighbourhood present and future, and that in the vessel the Steamboat Co. will at last find an antagonist they cannot afford to despise with impunity. The new company will start with a moderate capital invested in suitable vessels, and it remains to be seen whether the Steamboat Company, with its enormous capital, expensive management and comparatively speaking, abortions of vessels, will be able quite to hold the sway on the Canton River it claims as a vested right. Possibly there is no company in the Far East which, by its aggressive attitude, parsimonious conduct, and indifferent management has deserved so little consideration from the public, and yet has prospered so largely in spite of itself; and we shall be surprised to find if the new company, conducted upon economical lines and liberal and considerate treatment of its employees, will not earn a fair share of the public support."

This was evidently one of the Editor's sore-head days: days when his notions on courtesy and grammar were apt to be a thought erratic. The next extract is in happier vein; perhaps he had lost his bad liver. The date is July 13, and the paragraph might be well headed:

"Jacob Yohnson"
"Jacob Yohnson, carpenter, of Finland, is a mild-looking, sandy-complexioned individual, but he is a Terror, with a capital T. Last week he fought three-quarters of the toughs in the Sailors' Home, and wound up by jabbing his last opponent in the cheek with a knife. He will be open to receive orders for assassinations by private treaty, with reductions for sanguinary assaults, in six weeks. Till then his address is "care of Major Dempster."

Gap Rock Light.
July 18.—After three years' consideration, the Gap Rock Light has at length been ordered. At least so report says. So mote it be.

1889.

SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for July 18, 1889.
Hongkong and Shanghai Bank.—195 per cent. premium, buyers.

PARAPET COLLAPSES.

NOBODY INJURED BY THE FALL.

Dangerous Hole in Road at Quarry Bay.

Despite the heavy rains of the past few days, there has, according to the police reports, been very little in the way of landlides. The only one reported is a subsidence at Shauiwan, opposite Quarry Bay Road, and this is stated to be dangerous. The P. W. D. have been notified by the police.

A beam and a parapet of 56, Connaught Road West, have collapsed, but fortunately nobody was injured. The beam was supporting a three-foot-parapet and gave way. Both the police and the P. W. D. officials attended, and shoring has commenced.

FIRE IN QUEEN'S ROAD.

Houses and Shops Gutted.

At 5.5 a.m. to-day a fire broke out at 142, Queen's Road East, occupied by Chinese, as a family house. The origin of the fire is unknown. Commencing in No. 142, which is occupied by a tailor, on the ground-floor, and a tea shop above, it spread to No. 144, the ground floor of which is also a tailor's shop, the other floors being used as family residences. Only the tailor's shop in No. 142 is insured, though to what extent, or in what office, is as present unknown.

The fire brigades from No. 2 and Central District, under the Deputy Captain Superintendent, Mr. T. H. King, attended, but before the fire was extinguished the houses were gutted.

Union Insurance Society of Canton.—\$100 per share, sellers.
China Traders Insurance Company.—\$80 per share, buyers.
North China Insurance.—\$13.330 per share, buyers.
Canton Insurance Company, Ltd.—\$135 per share, buyers.
Yangtze Insurance Association.—\$13.100 per share.
Hongkong Fire Insurance Company.—\$385 per share, buyers.
China Fire Insurance Company.—\$83 per share, buyers.
Hongkong and Whampoa Dock Company.—85 per cent. premium, sellers.
Hongkong, Canton and Macao Steamboat Company.—\$275 per share, sellers.
China and Manila Steamship Company.—\$137½ per share, sellers.

Hongkong Gas Company.—\$135 per share, sellers.
Hongkong Hotel Company.—\$240 per share, buyers.
Hongkong Hotel Co.'s Six per cent. Debentures.—\$501.
Indo-China S.N. Company.—5 per cent. div. ex div., sellers.
Douglas Steamship Company.—\$83 per share, sellers.
China Sugar Refining Company, Ltd.—\$280 per share, buyers.
Luzon Sugar Refining Company, Ltd.—\$112 per share, buyers.

Hongkong Ice Company.—\$125 per share, sellers.
Hongkong Rope Manufacturing Company, Ltd.—\$150 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company.—\$191 per share, sellers.

Hongkong Dairy Farm Co.—\$14 per share, buyers.
A. S. Watson and Co., Ltd.—130 per cent. premium, sellers.
Hongkong High Level Tramway Co., Ltd.—Nominal.
Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Green Island Cement Co. (old issue).—\$50 per share, buyers.
Green Island Cement Co. (new issue).—\$14 per share, buyers.
Hongkong Land Investment Co., Ltd.—\$141 per share, sales and sellers.
Hongkong Electric Co., Ltd.—\$31 per share, sellers.
West Point Building Co., Ltd.—\$50 per share, sellers.

EXTRADITION CASE.

OBJECTION TO DETENTION.

Plea That Treaty Does not Cover Fraud.

In connection with the extradition warrant, issued through the Governor of Hongkong, at the request of the Government of Switzerland, for the extradition of William Alexander Bear, on a charge of swindling in connection with the sum of Frs. 10,000, Mr. Lewis, of Messrs. Johnson, Stokes and Master, applied for the unconditional discharge of the fugitive at the Police Court this morning.

Mr. Lewis pointed out that in the Treaty no such offence as swindling was mentioned. It was not an extraditable offence between the other Powers, and in view of that he submitted that the magistrate had no power to detain the man.

The Crown Solicitor, Mr. P. M. Hodgson, who appeared in support of the proceedings, asked if there were any information.

Mr. Lewis replied that he had asked for the information in other cases in the Court and his request had been refused.

Mr. Hodgson had no objection to Mr. Lewis seeing the information. So far he, himself, had seen nothing and knew nothing. He was unaware that Mr. Lewis was going to adopt the line he had, and was under the impression that he was only going to apply for bail.

Replying to Mr. Lewis, Mr. Hodgson pointed out that swindling was a very wide term and included fraud. On the man had been found 18,000 marks, and 1,000 francs. He asked for substantial bail in the sum of 18,000 marks, the balance of the money found on the man, including £22 handed back to him.

Mr. Lewis agreed and the case was put back until later in the morning.

At the resumed hearing, Mr. Lewis formally applied for the discharge of the fugitive under the present warrant.

Mr. Hodgson said that on the present warrant there was no extraditable offence. He could not oppose the application, but he would state that there was another warrant. The Consul General had informed him that that was an extraditable crime, and the information had been sworn by him. Another warrant had been issued, and if he left the court he would be arrested, or he could surrender if he wished.

Mr. Lewis said he would surrender.

Discharged, but Fresh Warrant Produced.

The fugitive was discharged on the first warrant, and Inspector Terrett produced the second warrant.

Mr. Lewis said he would like to say at the outset that his client denied absolutely having committed any crime within the territory of Switzerland. He applied for bail.

Mr. Hodgson said that the present charge was clearly extraditable, and he would ask for substantial bail. He suggested that it should be equal at least to double the amount found on the fugitive, less the 10,000 marks.

Mr. Wood suggested 20,000 marks.

Mr. Hodgson remarked that he knew nothing about the case at present.

Mr. Lewis:—Nor does anybody else.

Mr. Lewis reminded his Worship that the bail ought not to be prohibitive. In addition to what was found on his client, 19,000 marks, it was asked that another 10,000 should be found, which was preposterous. He challenged his friend to tell them that the warrant was issued on any facts newer than the first.

Mr. Hodgson:—I disagree.

Mr. Lewis:—Then I ask my friend to outline the charge against him.

Mr. Hodgson:—A charge of false pretences.

Mr. Lewis said that they had nothing here except telegrams. It was inhuman that a man should be asked to put up all he had and something else besides. His instructions were that the charge had been brought against his client not for committing this offence but because he had done something which was not a crime against the law of Switzerland. Bail was fixed at \$15,000.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Router.)

JAPANESE TROOPS.

REMOVAL FROM CHINA.

Peking. Received July 17. The Japanese Legation states that 1,700 troops are being withdrawn from North China during August, leaving only a company at Peking and a company at Tientsin as railway guards.

CHINESE MILITARY OFFICERS.

TRAINING IN JAPAN.

Peking. Received July 17. The President has sanctioned the despatch, at the Government's expense, of twenty military officers above the rank of Lieut.-Colonel to Tokyo for the purpose of undergoing a course of training at the military academy. Though Chinese cadets have frequently studied in Japan, the despatch of officers of this grade is a new departure.

FRENCH TROOPS IN KWANGCHOWAN.

CANTON PRESS EXCITED.

Peking. Received July 17. With reference to the excitement in the Canton Press concerning the supposed increase of French troops in Kwangchowan, the French Legation states that no addition is contemplated, and that the report probably arose through the arrival of the relief troops before the homeward bound detachments left.

CORRESPONDENCE.

The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."

WRIGHT-LIFTING.

To the Editor of the Hongkong Telegraph.

Sir,—In reply to Mr. Evans, I beg to contest his statement that I am a "paper champion." My records, performed in Hongkong, show what I am capable of doing.

I may say that I am anxious to meet Evans, and I called on him yesterday and offered to try my skill with him in eight lifts, which was his own suggestion. My conditions were that he should pick four lifts and that I should agree to this. Then I offered to take him on with eight lifts, in accordance with British Amateur Weight Lifting Association conditions, he to give me one pound for every pound he is over me in bodily weight. This he also refused, although he would have to give me this poundage if we were meeting in England.

I have been to the V. R. C. to see if a match can be fixed up, and the Secretary informed me that a meeting was being held on Tuesday night, and that he hoped they would be able to arrange a match. Evans has promised to meet me there on Tuesday, but he says he intends sticking to his conditions, while I also intend doing the same. He is 11st. 21lbs. and I am only 8st. 31lbs., and I think the conditions I have offered, which are the conditions of the B.A.W.L.A., of which I am a member as well as he, are perfectly fair. I am willing to meet him on these conditions, for the love of sport. This is to be my last paper talk, and if Evans does not now come to terms, I shall take no notice whatever of any further letters he may send to the Press.

Yours, etc.,
G. MOYLE.

Hongkong, 18th July, 1914.

New Doctor

The name of Dr. H. el Aroull has been added to the Register of Medical Practitioners in Hongkong.

THE ST. PATRICK

STRIKES ROCK IN TYPHOON.

Narrow Escape from Total Loss.

As stated in last night's Telegraph, news was brought yesterday to the Colony of a serious mishap to the s.s. St. Patrick (Messrs Rankin and Gilmore, Liverpool) for which Messrs. Dodwell are agents. At the time of our going to press on Friday the vessel had not arrived. When she appeared in the harbour the report previously brought by the captains of other vessels as to her damaged condition was fully confirmed. To the extent of about twenty feet, the bows of the vessel, both above and below the water-line, had been stove in, and, but for her not being loaded, she must have sunk. The damage is so serious that it is thought that at least thirty days will be taken up with the repairs necessary.

It appears that, while running from Moji to the Philippines, the St. Patrick encountered a typhoon, and, for about two days, was never free from seriously rough weather. As people who have experienced a typhoon are well aware, the force of the spray at such times is so great as almost entirely to obstruct the vision of those on watch. In this case, while the storm was at the full, before anyone was aware of it, the ship had struck a rock—one of a group lying to the south of Keelung, off the Formosa Coast.

The skipper—Captain May—instantly had the engines reversed and, luckily, in spite of her terribly damaged state, succeeded in bringing her down to Hongkong; a feat on which he and his officers are to be warmly congratulated.

Ordinances Approved.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 13 of 1914.—An Ordinance to provide for the public lighting of the Colony and for the protection of the appliances used in connection therewith. Ordinance No. 14 of 1914.—An Ordinance to amend the Stamp Ordinance, 1901.

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND

TABLE BUTTER.

IT IS PURE, DELICIOUS AND POSITIVELY
THE BEST BRAND
On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

EAST AND WEST.

Chinese Fashions for European Women.

It is curious, says the Vancouver World, that although Europe's great dress artists have always unhesitatingly "borrowed" any portion of foreign national dress that seized their butterfly fancies they have never had the courage to take enough for any one particular style to make it recognisable as an artistic whole. We have had modified Persian tunics, Chinese coats, Japanese kimono blouses, Spanish capes, Turkish trouser skirts, Egyptian head-dresses and many other foreign "bits," but except for fancy dress we have never used, even in a modified form, a complete national costume. Yet why not? Surely any dress must be more artistic when true to its original design than if decorated with a tunic coat or sleeves from another country.

Mrs. Tyan, the wife of the first secretary of the Chinese Legation in London, is of European birth, and is as familiar with life in the West as in the East. When in China she wears the national dress, and looks charming in it, and when in England, as she is at present, she wears European dress, except for official occasions. Comparing the comfort of the two styles, Mrs. Tyan is strongly in favour of the Eastern dress. "It is simple, beautiful, comfortable and comparatively inexpensive," says Mrs. Tyan, "and if Englishwomen could only be induced to give it a fair trial I am certain that they would never entirely give it up."

There seems to be something almost miraculous about the cut of the loosely-fitting coat, for it accentuates all the beauty of a slim, graceful figure, and mercifully hides the inartistic lines of figures that are either too plump or too thin. Most people on looking at various Chinese dresses will think they are all exactly alike, but says Mrs. Tyan, "although Western eyes cannot see much difference, I assure you that our fashions are constantly changing. There are fashions in embroidery, designs, in colours, in the cut of the coat, or the skirt, in the height of the collar—and this year it is almost higher than it has ever been before—the length of the sleeve, and so on. Shanghai is our Paris, where all the changes are first seen. Nearly all Chinese ladies of position now have a European education, and they are constantly introducing the foreign element into their dress. The stockings formerly worn in China were of a thick white cotton material, but silk stockings can now be bought at the European shops, and all women of fashion now wear these luxuries. The heelless, hand-made shoe is also being replaced by the European high-heeled shoe, and now that so many Chinese women have succumbed to the delights of tennis, a more roomy, English-cut skirt is worn instead of the narrow Chinese one."

The perfect modesty of Chinese dress is acknowledged. Everything is artistic, but at the same time, discreetly modest. They never wear décolleté frocks, and their evening gowns are the same as those worn for afternoon visiting, the sleeves of their coats are always furnished with lace to the wrists, and under their

skirts (which—although slit at the side, wrap well over) are worn in place of petticoats, well shaped trousers reaching to the ankles.

Chinese women who have not been educated abroad are quite horrified at the dresses they see when first they visit Europe. Just now we might, with mutual advantage, exchange jewellers' shops. Our modern jewellery is tremendously admired in the East, and fashionable ladies in China buy as much of it as they can afford. We, on the other hand, are "over head and ears" in love with all the mysteriously beautiful jewels and beads that come from China, and our own jewellery is, for the time being, a trifle neglected.

A plain, unembroidered short coat with a plain skirt forms the indoor or house gown of every Chinese lady. A gown modelled on these lines, says Mrs. Tyan, would be excellent for Western women to wear during the morning when supervising the work of the house or for women writers, artists, etc., when working in their studios. "Carried out in the beautiful Chinese colours, this gown is most becoming, it is also quite inexpensive, and in addition ideally comfortable."

TO-DAY'S ADVERTISEMENTS.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction, Sale, to be held on Monday, the 27th day of July, 1914, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at the Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Area	Locality	Boundaries	Approximate	Contents in Square feet	Annual Rent	Upset Price
1	120	120	120	120	18,000	100	£100

BAZAAR IN AID OF FLOOD RELIEF FUND.

THE Committee solicit the aid of the Public, and will be pleased to receive gifts of articles of any description for the above.

LAU CHU PAK, Chairman.
25 Des Vaux Road Central (2nd floor.)

WANTED.

WANTED.—Gedown, in Central location. Address:—"D. C. D." c/o "Hongkong Telegraph."

NOTICE.

THE undersigned will not be responsible for any DEBTS contracted by his wife, AMELIA AUGUSTA, from this date and henceforth.
EGAS L. S. ALVES,
27, Mosque Terrace,
Hongkong, 16th July, 1914.

Summit

COLLARS

SHAPE No. 40 WITH LOCK FRONT.
THE DOUBLE COLLAR THAT LOOKS EQUALLY WELL IN EITHER OF ITS SIX DEPTHS.
1 1/4, 1 3/4, 1 3/4, 2, 2 1/4, 2 3/4 inches.
QUARTER SIZES

\$4.50 PER DOZEN.

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purity of tone & triple durability.

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THE "SHIELD"
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CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	23rd July.
Empress of Asia	5th Aug.
Empress of Japan	19th Aug.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco, by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI, on 23rd July.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.

WESTWARD.

S.S. "Torilla," 5,203 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd Aug.

S.S. "Dilwara," 5,378 tons, Capt. Ramoge, R.N.R. will be despatched as above on 6th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to

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Hongkong, July 17, 1914.

Agents.

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Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Holsatia	25th July
"	Scandia	14th Aug.
"	Silphonia	23rd Aug.
"	Libertia	11th Sept.
"	Altmark	18th Sept.
"	Arabia	9th Oct.
"	Wurtemberg	18th Oct.
Victoria, V'vor, S'ile T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.

M'les, Havre, Bremen & Hamburg.....21st July.
Havre, Emden & Hamburg.....27th July.
M'les, Hamburg and Antwerp.....30th July.
Havre, Bremen & Hamburg.....12th Aug.
M'les, Bremen & Hamburg & A'werp.....22nd Aug.
Havre, Emden & Hamburg.....25th Aug.
Havre, Hamburg & A'werp.....5th Sept.
Genoa, Havre & Hamburg.....10th Sept.
H'burg & Antwerp.....12th Sept.
Havre, Bremen & Hamburg.....21st Sept.

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Iyo Maru Capt. T. 12,000 Hirano Maru Capt. Fraser T. 16,000	WEDNES., 29th July, at 10 a.m. WEDNES., 12th Aug. at 10 a.m.
VICTORIA, B.C. and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama	Tamba Maru Capt. T. 12,500 Aki Maru Capt. Noma T. 12,500	TUESDAY, 28th July, at 4 p.m. THURS., 13th Aug. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,600 Kumano Maru Capt. Soyeda T. 9,300	WED., 29th July, at noon. WEDNES., 26th Aug. at noon.
CALCUTTA via S'poro, Penang & Rangoon	Tosa Maru Capt. T. 12,500	(SATURDAY, 25th July.
BOMBAY via Singapore and Colombo	Penang Maru Capt. Murazumi T. 6,000	(MONDAY, 20th July.
NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. Soyeda T. 9,600	TUESDAY, 28th July, at 5 p.m.
SHANGHAI, Moji and Kobe	Rangoon Maru Capt. T. 12,500	WEDNESDAY, 12th Aug.
Kobe & Yokohama	Kamo Maru Capt. Shimizu T. 9,600	WEDNES., 29th July, at 11 a.m.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....\$135	\$122	\$108	\$95	
2nd class.....\$ 81	\$ 75	\$ 65	\$ 57	

With option of Rail between Steamer's Calling ports in Japan.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW, AMOY, N'PO & S'hai	Hanyang	19th July at 4 light
SHANGHAI & TSINGTAU	Yingchow	19th July at 4 p.m.
MANILA, CEBU & ILOILO	Teian	21st July at 4 p.m.
SHANGHAI	Shaoching	21st July at 4 p.m.
HOIHOW & H'PHONG	Kaifong	22nd July at 9 a.m.
W'WEI, C'FOO & TIENSIN	Kueichow	23rd July at 10 a.m.
SHANGHAI	Anhui	23rd July at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	25th July at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	28th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaoching" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45. Return \$75.

Do. Hongkong to Tsingtau:—Single \$78. Return \$125.

For Freight or Passages apply to

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Hongkong 18th July, 1914.

BUTTERFIELD & SWIRE.

Agents.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 22nd day of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,

Hotel Mansions, 3rd Floor, Rooms 12a & 14,
Tel. No. 1224.

Hongkong, July 14, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at or about	To	Will leave on or about
Tihini	JAVA	2nd half July	SHAI	2nd half July
Tiharoem	SHAI	2nd half July	JAVA	2nd half July
Tijpanas	JAVA	2nd half July	SHAI	1st half Aug.
Tijbadas	JAVA	2nd half July	JAPAN	1st half Aug.
Tijmahli	JAVA	2nd half July	JAVA	1st half Aug.
Tijliwong	JAPAN	2nd half July	JAVA	1st half Aug.
Tijmanoeck	JAVA	1st half Aug.	SHAI	2nd half Aug.
Tijlatjap	JAVA	1st half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

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SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Tues., 25th August.
Nippon Maru	11,000 - 18 knots	Tues., 8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues., 22nd Sept.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. Return (6 months) £96.10.

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Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Kiyo Maru 17,200 - 15 knots. Wed., 5th August.

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	4th July.	31st July, 10 a.m.
Empire	1st Aug.	28th Aug.
St. Albans	22nd Aug.	18th Sept.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	FRIDAY, 24th July at 11 a.m.

FOR AMOY AND FOOCHOW.

Steamships.	Captain	Leaving.
Haiching	W. C. Passmore	TUESDAY, 21st July at 11 a.m.

FOR SWATOW.

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	SUNDAY, 19th July at 10 a.m.
Haitan	J. W. Evans	TUESDAY, 21st July at 11 a.m.
Haimun	A. H. Stewart	WEDNES., 22nd July at 11 a.m.

During the month of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

LOG BOOK.

Warships and Oil.

In a printed reply to Lord Charles Beresford, Mr. Winston Churchill has published a list of British warships, built or building, dependent upon oil solely as a fuel, and a supplementary list of the vessels fitted to burn oil as auxiliary to coal. The vessels entirely dependent upon oil include five battleships of the Queen Elizabeth class, also the battle-cruiser Tiger, 18 light cruisers, 109 destroyers, and 36 torpedo boats. The vessels fitted to use oil as an auxiliary total 43 battleships, 17 battle-cruisers, 22 light cruisers, and several smaller boats partly fitted.

The Netherlands Trading Society.

The general balance sheet and profit and loss account of the

Nederlandsche Handel-Maatschappij (Netherlands Trading Society) to December 31, 1913,

show that the net profits amounted to f. 5,071,577.63 (£422,632), out of which, after providing for the statutory reserve to the extent of f. 501,444.92 (£46,787), a dividend of 9½ per cent. has been declared.

In accordance with a resolution passed by the general meeting of shareholders on December 8, last, an issue to shareholders has been made of 5,000 new shares of f. 1,000 at 15 per cent, which were paid for January 6, 1914. The total paid-up capital has thus been increased to f. 50,000,000.

Burns, Philp and Co's Year.

The report of Burns, Philp and Company, Limited, states that the gross profits from all sources for the year to March 31 (including balance brought forward) amounted to £351,858, less salaries, expenses, depreciation, taxation, etc., leaving a net balance of £131,282. This sum has been apportioned as follows:—1s. per share dividend (on 1,000,000 shares), £50,000; 3d. per share bonus, £12,500; carry to reserve fund (making a total reserve of £65,000) £25,000; insurance fund (increasing same to £77,343), £10,000; staff bonus account (to allow 10 per cent. on staff salaries), £8,000; staff provident fund (increasing same to £30,500), £5,000; carry forward, £10,782. Mercantile, shipping and agency operations during the year were all well maintained. In addition to the Morinda, which has taken up her regular running to Papua, the Marsina has replaced the Malaita in the New Hebrides service. Branches have been established at Sourabaya, Java, and at Apia, Samoa. At Townsville an extensive ferro concrete bulk store is in course of erection, and at Perth, W.A., a centrally-situated building site has been acquired, upon which suitable buildings will be erected during the present year. The prospects for the ensuing financial year are encouraging, and it is anticipated that further tonnage will be necessary for the growing business of the company.

B.I. and Luggage Coolies.

Owing to the number of complaints from passengers arriving and departing by steamers over the excessive charges made by coolies for handling their luggage, the British India S. N. Co. authorities in Rangoon have introduced, since July 1, the scheme recently inaugurated in Madras, with success, of employing coolies themselves instead of by contract and giving passengers by their steamers free delivery. This extra expense is met by the payment of a small fee at the booking office, when the passage is paid for.

Straits Ports Ordinance.

Under the Straits Settlements Ports Ordinance 1912, the following amendment to the by-laws is published.—"78. Although the board will take every reasonable precaution it will not accept any responsibility for any accident or be liable for any loss or damage to a vessel during docking or undocking or during the time such vessel is in dock or otherwise and notwithstanding such loss or damage may have arisen from any negligence on the part of the board's servants workmen or agents or from any other cause."

Oysters, Fresh, Fried or Stewed, Fiddon Haddock, Kippers &c., ALEXANDRA CAFE.

THE HONGKONG TELEGRAPH. SECOND EXTRA

HONGKONG, SATURDAY, JULY 18, 1914.

THE TAI ON PIRACY.

Strong Representations from Hongkong.

HOME GOVERNMENT APPROACHED.

Chinese Authorities to Co-operate in Suppression.

The Secretary of the Chamber of Commerce forwards us the following correspondence with the Government etc., regarding the "Tai On" Piracy:—

London, 22d May, 1914.
Sir,—At a Committee Meeting held immediately subsequent to an annual general meeting of members on Tuesday the 28th ultimo the recent piratical attack on the s.s. "Tai On" and the increasing frequency of like outrages were discussed.

1. A feeling of insecurity is abroad which must have a deleterious effect on the Colony's trade, already heavily penalised by Currency problems and the unsettled state of the Two Kwang.
2. It is a fact worthy of note that in every piratical outrage on the British flag in local waters, my Committee believe, the attack has taken place on the outward voyage from the Colony. Presumably, therefore, the pirates are shipped as passengers at Hongkong itself.

3. The inference to be drawn from (2) is that the Chinese officials possess some system of espionage or method of detection more efficient than our own, or for some reason it is simpler for the pirates to ship in Hongkong than at a treaty port or way station.

4. In the case of the Sainan Piracy in 1906 the suggestion was made that the suppression of piracy should be attempted by:—

(1) The organization of Chinese River Police Patrols using armed launches and under the command of European Officers, or

(2) The patrol of the River and Canton Delta by British Gunboats at the expense of the Chinese Government.

5. My Committee does not know what, if any, system of patrol is now extant on the river. But it is to be noted that most of the outrages occur between this port and Wong Moon.

6. A patrol of this part of the journey which appears to embrace the stronghold of the pirates could and should, in my Committee's opinion, be conducted by the Gunboats of His Majesty's Navy on the China Station, particularly a gunboat should be in the vicinity of Kai Au at such times as the day and night boats pass that point.

The patrol, having once been established should be continued; a period of inactivity may induce a false sense of security.

7. It is in any case essential that an efficient search and scrutiny of passengers and luggage be made before the boats leave this port and if necessary that more powers be given to the officers of the vessel to enable them to assist the police.

8. My Committee is not satisfied, in the light of recent happenings, that the present search conducted by the police is at all efficient. This is probably due to the obvious fact that the staff at the disposal of Government is quite insufficient for the purpose, and needs very considerable augmentation to achieve results.

9. My Committee strongly urge His Excellency to make representations to the Admiralty for the efficient patrolling of the water between the Colony and Wong Moon and to cause the search staff to be largely increased in number.

10. My Committee believe that most of these carefully organized piratical attacks are ar-

raigned by people being then resident in certain villages or towns, the exact position of which is well known to the Chinese Authorities.

My Committee considers therefore that the strongest possible representations should be made either to the high local officials or to the Central Government through His Majesty's Minister on the subject, and that the Chinese Officials should be requested to go to the root of the evil and deal in the first place with the pirates' home and their local shipping.

I have the honour to be,

Sir,
Your obedient servant,
(Sgd) E. A. M. WILLIAMS,
Secretary.

The Honourable,
The Colonial Secretary,
Reply from the Government,
Hongkong, 5th May, 1914.

Sir,

I am directed to acknowledge the receipt of your letter of the 22d May submitting the views of the Committee of the General Chamber of Commerce on the subject of piracy and the means to be taken for its suppression.

2. I am to inform you that a Committee is now sitting and will shortly report on the additional precautions necessary to prevent piracy of River Steamers, and also, precautions against piracy of ocean-going steamers, by pirates embarking in the guise of passengers at Hongkong.

3. In the meantime the Chinese Authorities have been communicated with and they have already taken very active steps to bring to justice the pirates who pirated the "Childer" and to search out the survivors of the gang concerned in the attempt to pirate the "Tai On".

4. Arrangements have also been made with the Naval Authorities for the better protection of vessels trading between Hongkong and the West River.

I am, Sir,
Your obedient servant,
(Sgd) CLAUD SEVERN,
Colonial Secretary.

The Secretary,
Hongkong Chamber of Commerce.

Telegram sent to Henry Keswick, Esq., M.P., London, 8-5-14.
Hongkong Chamber of Commerce request London Chamber of Commerce request strongly urge upon British Government necessity for pressing Chinese Government to promptly and thoroughly deal with pirates suppressing all villages where they have their headquarters situation of which is well known also absolutely essential that Naval patrol should be increased in Southern waters more particularly in Kwangtung delta—Bewett, Chairman.

The following letter was sent to—Henry Keswick, Esq., M.P., confirming telegram sent:—
Hongkong 9th May, 1914.

Dear Sir,
I am directed to confirm the cablegram kindly sent on behalf of the Chamber by Messrs. Jardine, Matheson & Co., Ltd., yesterday.

My Committee will most highly appreciate any assistance you may be able to render them in this matter.

For your information I enclose copy of a letter addressed by the Chamber to the Government on the subject and the Government's reply thereto.

I am, Dear Sir,
Yours faithfully,
(Sgd) E. A. M. WILLIAMS,
Secretary.

Henry Keswick, Esq., M.P.,
Chairman,
Far Eastern Section,
London Chamber of Commerce,
London.

The following is a letter from the Far Eastern Section, London Chamber of Commerce:—
London, 19th May, 1914.

Dear Sir,

Far Eastern Section.
Referring to the telegram on the subject of Chinese Pirates which we received from you through Messrs. Matheson & Co., I beg to

enclose herewith for your information a copy of a letter which was addressed to the Foreign Office by instruction of my Council on the recommendation of the Far Eastern Section of this Chamber.

I take this opportunity to inform you that Mr. Henry Keswick, M.P., of Messrs. Matheson & Co., is no longer Chairman of our Far Eastern Section, Mr. F. Anderson of Messrs. Harbott, Anderson & Co. and who is also Chairman of the China Association of London, now holding that position.

Yours faithfully,
(Sgd) CHARLES E. MUSGRAVE,
Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

(Enclosure.)
London, 15th May, 1914.
The Rt. Hon. Sir Edward Grey, K.G., M.P., Secretary of State for Foreign Affairs, Foreign Office, S.W.

Sir:—I am instructed to inform you that this Chamber has received from the Hongkong Chamber of Commerce a cablegram asking it to "very strongly urge" upon His Majesty's Government the necessity for pressing the Chinese Government to promptly and thoroughly deal with pirates in Southern waters in the interests of human life and of the trades affected by their depredations.

The Hongkong Chamber also expresses the view that it is absolutely essential that the naval patrol should be increased in Southern waters and more particularly in the Kwangtung Delta, and they add that villages which are the headquarters of the pirates are quite well known and that steps ought to be taken to deal with them in an exemplary manner.

I may add that the Far Eastern Section of the Chamber including the leading firms engaged in Chinese trade, desire to give the fullest support to the request of the Hongkong Chamber which was also endorsed by my Council at its meeting yesterday, and I am to express the hope that His Majesty's Government will take such measures as the serious circumstances of the case would appear to warrant.

Yours faithfully,
Another Letter.

The following is a letter from the London Chamber of Commerce:—
London, 23rd May, 1914.

Dear Sir,
Confirming my letter of 19th instant I beg to hand you, herewith copy of a letter which I have to-day received from the Foreign Office on the subject of the action taken by Sir Edward Grey in connection with the depredations of Chinese pirates.

Yours faithfully,
(Sgd) CHARLES E. MUSGRAVE,
Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

(Enclosure.)
Foreign Office,
22nd May 1914.

Sir,—With reference to your letter of the 15th instant regarding the depredation of Chinese pirates, I am directed by Secretary Sir E. Grey, to inform you that His Majesty's Minister at Peking has recently pressed the Chinese Government to take steps to ensure the protection of travellers in Southern Waters, with the result that instructions have been sent to the authorities of Kwangtung and Kwangsi on the subject.

Sir J. Jordan will be consulted in regard to the suggestion made by the Hongkong Chamber of Commerce for the increase of the naval patrol.

I am, etc.
Below is a letter from the London Chamber of Commerce:—
London, 29th May, 1914.

Far Eastern Section.

Dear Sir,—Confirming my letter of 23rd instant, I beg to hand you herewith copy of a further letter which I have received from the Foreign Office on the subject

DENTISTRY ORDINANCE.

Constitution of the New Board

His Excellency the Governor has been pleased to appoint, under Section 3 of the Dentistry Ordinance, 1914, (Ordinance No. 16 of 1914), the following gentlemen to be members of the Dental Board for a term of three years from this date:—

The Principal Civil Medical Officer (Chairman), *ex officio*.
Dr. George Ernest Aubrey.
Dr. Frederic Edmund Stedman.
Dr. Frederick Howard Kew.
Dr. Joseph Whittlesley Noble.

TENDERS WANTED.

The Hongkong Wireless Station.

It is notified in the Gazette that tenders will be received at the Colonial Secretary's Office until noon of Tuesday, the 4th day of August, 1914, for the erection of the Wireless Operating Station and Quarters at Cape D'Aguilar. Tenders are also being invited for forming concrete foundations to Tank, Western Market, South Block; providing and fixing 200 feet of Pipe Railing in Findlay Road and 200 feet in New Road in the Northern face of Victoria Peak; and the supply of electrical stores during 1915.

of pirates in Chinese Southern waters.

Yours faithfully,
(Sgd) C. E. MUSGRAVE,
Secretary.
The Secretary,
Chamber of Commerce,
Hongkong.

(Enclosure.)

Foreign Office,
28th May, 1914.

Sir,—With reference to the letter from this Office of the 22nd instant respecting the prevalence of piracy in Southern Chinese waters I am directed by Secretary Sir E. Grey to inform you that His Majesty's Minister at Peking has made representations to the Chinese Government in regard to the Tai On case with the result that they have agreed to co-operate with His Majesty's Government in formulating a scheme of joint action in the matter in concert with the Government of Hongkong and the British Naval authorities.

I am, Sir,
Your most obedient
humble servant,
(Sgd) RALPH PAGET.

The Secretary,
Chamber of Commerce,
London.

The following reply was received from Henry Keswick Esq., M.P.:—
London, 3rd June, 1914.

Dear Sir,
I have to acknowledge the receipt of your letter of the 9th May handing me the correspondence with regard to the Tai On piracy case.

I have resigned my position as Chairman of the Far Eastern Section of the London Chamber of Commerce and have been succeeded by Mr. F. C. Anderson of Harbott. I have accordingly handed on your letter to him.

I need only add that if I can continue to be of any service to your Chamber I am entirely at your disposal for the transmission of telegrams or in any way that may be necessary.

Yours faithfully,
(Sgd) HENRY KESWICK.

The Secretary,
Chamber of Commerce,
Hongkong.

Concert Postponed.
The open air concert advertised to take place at the Civil Service Recreation Club has been postponed owing to the bad weather.

THE P. & O. COMPANY.

The Combine with the British India Company Confirmed.

An extraordinary general meeting of the stockholders of the Peninsular and Oriental Steam Navigation Company was held on 24th ult. at the offices, Leadenhall-street, E.C., Sir Thomas Sutherland, G.O.M.G., the chairman, presiding, for the purpose of considering and, if thought fit, passing a resolution approving the conditional agreement, dated 27th ult., between the British India Steam Navigation Company, Limited, and the company. The secretary (Mr. F. J. Abbott) having read the notice convening the meeting.

The Chairman at the outset referred to some conversations he had some 12 years ago with Sir James Mackay, now Lord Inchcape, with regard to a possible combination between the two concerns. He mentioned this old history because it had often been stated, within the last two or three years, that he, Sir Thomas, had a rooted objection to combinations of this character. When the gambling in the company's stock set in two years ago there was not the shadow of a combine in front of the company, and the directors so stated. Even to-day there was apparently a tendency in certain directions to revive similar rumours, but he could assure them that such rumours to-day had no more foundation than they had two years ago. The present position involved a policy of the most vital character, not only to the welfare of the two companies, but in the interests of British commerce throughout the Eastern Hemisphere. Continuing, Sir Thomas said: We have acquired practically the whole property of the British India Company—the property and the goodwill—and I may say that the actual figure at which they have been acquired is nearly 99 per cent. That company will hereafter work for us with all their great fleets and their great resources for all time to come, while we, on the other hand, will equally work for our old shareholders, such as I see before me now, and also for our new shareholders who will join our ranks from the British India Company from Oct. 1 next, if you approve of this convention. I need hardly say that the terms of our agreement were discussed for many days, and many plans were tried. We had before us, for instance, the possibility of the liquidation of the British India Company, which would have involved the outlay of a large amount of capital on our part. We had another project—that of paying cash down for the shares which we are taking over, and in some respects that plan would have suited us extremely well, but neither of those propositions was found to be workable. The British India shareholder objected to receive cash, even if we paid him a very high premium on his shares. He was satisfied with the position of his own company, and he felt, moreover, that if he were put in possession of that capital he would not know how to re-invest it to his own satisfaction. But the British India shareholder had not the same objection to retain, as it were, an interest in his own company through the medium of the P. & O. Company. That is the position which the shareholders of the British India Company will in future occupy. They become our partners, and we have a controlling power in both concerns. We hold the voting power of nearly every shareholder, and we have a majority of twelve to eight in the constitution of our joint board. Therefore we are satisfied, apart from a valuable alliance—and we have known the figures of the British India Company's working for several years past—we are

RUBI AND ZAFIRO.

The Cables American of July 14 has the following:—

Chinese merchants of the various cities in the Islands have started a subscription list with the idea of buying the steamers Rubi and Zafiro, which are soon to be taken off the run by the Philippines Steamship Company, and starting a company of their own to ply between Hongkong and Manila with the ships under British registry.

It is stated no definite agreement has been reached so far but it is reported that the company wants P510,000 for the two steamers.

satisfied not only that we have succeeded in creating a valuable alliance, but that we have made a prudent contract for this company in exchanging stock instead of paying cash in connection with this adventure. We have one great advantage, which is that we remain in possession of the liquid assets of the company, which amount to-day to upwards of £3,500,000, notwithstanding the large amount of shipbuilding which we have accomplished in recent years. The British India directors who are to join our joint board are, as you can well believe, men of the highest standing, and we are happy to have my friend, Lord Inchcape, at the head of the British India Company. I venture to mention that these negotiations have proceeded mainly between his lordship and myself, but I have been aided—and I presume he has been aided by the advice and support of his colleagues, as I have been by mine (hear, hear)—by my colleagues, from whom, as they are aware, nothing has ever been kept secret by me. Lord Inchcape joins our management from Oct. 1, and he will be a necessary link—an absolutely necessary link—between the two companies, and will render most valuable help in the largely increased work and responsibility which will devolve upon us all. But I say more than that. I hope he will become the head of this combine as soon as my colleagues will allow me to retire from the active service which I have given for so many years. He concluded by moving: That the conditional agreement, dated May 27, 1914, between the British India Steam Navigation Company, Limited, and the Peninsular and Oriental Steam Navigation Company be approved and confirmed; that the number of the directors of the Peninsular and Oriental Steam Navigation Company be increased to 20 by appointing additional directors as thereby provided; that the capital of the company be increased as follows: From £2,340,000 preferred stock to £3,040,000 preferred stock, by the creation of £700,000 additional stock; from £1,160,000 deferred stock to £1,798,133 deferred stock, by the creation of £638,133 additional stock, thus making the total capital £4,838,133, such further capital (as far as required for carrying out the said agreement) to be issued on the terms as to dividend and otherwise thereby provided.

Sir William Adamson, O.M.G., seconded the resolution, which was carried with two dissentients.

In reply to the comments of a shareholder who criticised the deal, the Chairman said he could hold out no prospects of an increased dividend at present. As to the remuneration of Lord Inchcape, that was a small matter in the case of a combination having a revenue of ten millions sterling.

A vote of thanks to the chairman terminated the proceedings.

GYMKHANA AGAIN POSTPONED.

The gymkhana has again been postponed to-day, for obvious reasons. Should the weather be favourable next week, the event will take place on Saturday next. The course is literally covered with water.

FREIGHT CIRCULAR.

The Market Rather Quiet.
Messrs. Lamke and Rogge, in their freight circular dated July 18, state:—

Since our last report dated the 4th instant, the market has continued rather quiet and the anticipated improvement in freights has not materialized to any extent. Owing to the floods up West River still interrupting communication between the interior and Canton, rice-dealers have been prevented from proceeding to Canton to transact business and the local market has ruled weaker.

There has been some inquiry for tonnage Saigon to this, resulting in a fixture of one steamer at 15.1/2 cents. Some further chartering should be expected very soon as the recent floods have seriously damaged the standing crop, and large quantities of rice will have to be imported.

Rice exports from Saigon from 1st of January to 1st July amount to 729,372 tons as compared with 560,699 tons during corresponding period last year. Quotation stands for July/August shipment at \$4.14 per picul f.o.b. Saigon against \$4.32 same period last year.

The North reports that business is practically at a standstill, and even the regular "liners" find it difficult to get cargoes; while for "outsiders" there is no demand whatever.

Japan also reports that shipping is about to enter the period of Summer depression. The extensive purchase of steamers last year is a contributory factor in the present depression, and the competition of the Imperial Railway is believed to be another. There is consequently a large over-supply of hold-space for the Japan and Coasting trade.

Saigon Philippines.—Enquiry for tonnage for loading by the end of this month at the rate of 21/23 cents to 1 option 2 ports could not be met, owners holding out for 23/20 cents, and eventually business was put through at these rates. The Philippine crops having been damaged to a very great extent by locusts, this seems to be the only trade offering anything like paying employment at the moment.

Saigon/Java/Java/Outward.—Business from Java to this has been effected on basis of 25 cents per picul for dry Sugar only, and further offers of 23 cents for combined business for forward loading have been declined by owners.

Coal Freight from Japan are weak and there are no orders in the market at present.

WRESTLING MATCH.

Fourier to Meet Scherbelli.
We were informed by Antoine Fourier, this morning, that his cartel "has been accepted by Miguel Scherbelli, and the match is to take place at the Victoria Theatre, on Monday evening, for a side stake of \$500 (gold).

They will wrestle in the catch-as-catch-can style, one straight throw.

The referee has not as yet been appointed, but the combatants meet to-night with a view to settling the point.

THE LATEST IN MUSLIN-GOWNS-THE NEW SUMMER
WRAPS-QUAINT SUNSHADES-DRINKS FOR
SUMMER-TIME.

Tunics and Sashes.
These rajah—or Persian tunics as they are sometimes termed—are in great vogue on gowd every description. For race evening toilettes they are embroidered net or hand lace—the latter black, while antique tinted as the case be, occasionally wrought

Cider Cup.—This is particularly cooling and nice. Put a quart of sweet bottled cider in a large bowl or glass jug, with the juice of half a lemon and a piece of rind, a table-

ful of sifted sugar, two sprigs of
borage, and one of verberna, let
it stand on ice for half an hour,
then strain and add a large bottle
of soda water and a lump of ice.
Claret Cup.—Dissolve five (5)
six lumps of sugar in hot water,
add a slice of thin lemon-peel and
let it stand till cold, then add
a bottle of claret, a gill of water
and a piece of cucumber peel, and
sprig of borage. Again let it
stand for half an hour on ice,
then strain, add a large bottle of
soda water and a lump of ice, and
serve:

Barbel,—Ka Yu
Bream,—Bin Yu
Canton Fresh Water Fish,—Hoi Sin Yu
Carp,—Li Yu...
Catfish,—Chai Yu
Codfish,—Man Yu...
Crabs,—Hai
Cuttle Fish,—Muk Yu
Dab,—Sa Mang Yu
Dace,—Wong Mei Lun...
Dog Fish—Tit Yu Sa
Eels, Conger,—Hoi Mann
" Fresh water,—Tam Sin Yu
Eels, Yellow,—Wong Sin
Frogs,—Tien Kai
Garoupa,—Sek Pan...
Gudgeon,—Kak Kup Yu
Herrings,—To Pak...
Halibut,—Cheung Kwan Kap
Labrus,—Wong Fa Yu
Loach,—Wa Yu
Lobsters,—Lung Ha
Mackerel,—Chi Yu
Monk Fish,—Mong Yu
Mullet,—Chai Yu
Oysters,—Sing Hoo
Barrotfish,—Kai Kang Yu
Parch,—Tau Loo
Pike,—Fa Pew Poong
Plaice,—Pan Yu
Pomfret, Black,—Hak Chong
Pomfret, White,—Pak Chong
Prawns,—Ming Ha...
Ray,—Pai Fa Sia
Rock Fish,—Sok Ka Kung
Sardine,—Chui Yu

牛乳

Almonds, —Hung Yau...	lb.	30
Apples (California) —Kam San Ping Kho	25	
(Chefoo) —Tin Olun Ping Kho	—	
" Small, —Hoi Tong	—	
" Custard, —Fan Lai Chi	each	
Bananas, fragrant, Canton, —San Shing Heung Chiu	lb.	4
(brides), Macao, —San Heung Chiu	—	
Chestnuts, Chinese, —Foong Lu	—	
Carambola, —Yung Tse...	each	12
Cocoanuts, —Yeh Tse	each	12
Lemons, China, —Ning Moong	lb	8
" American, —Kum San Ning Moon	8	
Lichees Dried, —Lai Chi, small Stone	60	
" Fresh,	—	
Limes, (Saigon) —Sai Kung Ning Moong	each	10
Mango, Manila, —Lui Sung Mong	8	
Mangosteens, —San Chuk Tse	doz	25
Oranges, (Canton) —San-shing Tim Ching	lb.	15
" Sweet	—	
Pears, (American), —San Shoot Lay	—	
(Canton), Cookin, —Sa Lay	20	
Peanuts, —Fa Sang	—	
Persimmons Large, —Hung Chio	—	
Pine-apples, 1st quality, —Poon Ti Paw Law	each	12
2nd —Chung-tang Paw Law	10	
Plantain, —Tai Cheu	lb	3
Plums, —Swatow, Hung Lai	—	
Pumelo, Siam, —Chim Lo Yau	each	6
" Shanghai, —Lo Kwat	—	
Walnuts, —Hop Tuo	lb	15
" Green, —Sang Hop Tuo	—	
Water Melon, —(Am.) Kom San Sai Kwa	each	14
(China) Sai Kwa...	—	
Grapes, —Sang Po Tai Tse	lb	—

1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 26

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price quote

The prices necessarily vary from day to day, and the Board has no power to compel stall holders to sell at the prices quoted.

F. W. HAMILTON,
Secretary, Sanitary Board.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 18th July at 2 p.m.
Kobe, & Moji	Fooksang	Mon., 20th July at noon
SANDAKAN	Hinsang	Mon., 20th July at noon
S'PORE, Pang & C'ntin	Kutsang	Tues., 21st July at 2 p.m.
SHANGHAI	Hangsang	Thur., 23rd July at noon
S'PORE, Pang & C'ntin	Kumsang	Thur., 23rd July at 2 p.m.
MANILA	Yuensang	Sat., 25th July at 2 p.m.
TIENTSIN	Chipsang	Fri., 31st July at 10 a.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsang," and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Taigtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukin, Jesselton and Labuan.

For Freight or Passage, apply to

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Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Den of Ruthven	19th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VVER, S'ILE,	
TACOMA & PLAND...	
VICTORIA, VVER, S'ILE,	
TACOMA & PLAND...	
Den of Allie	10th August.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

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For Freight and Passage, apply to

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Telephone No. 215.

Agents.

14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FOUNDRY, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

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Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

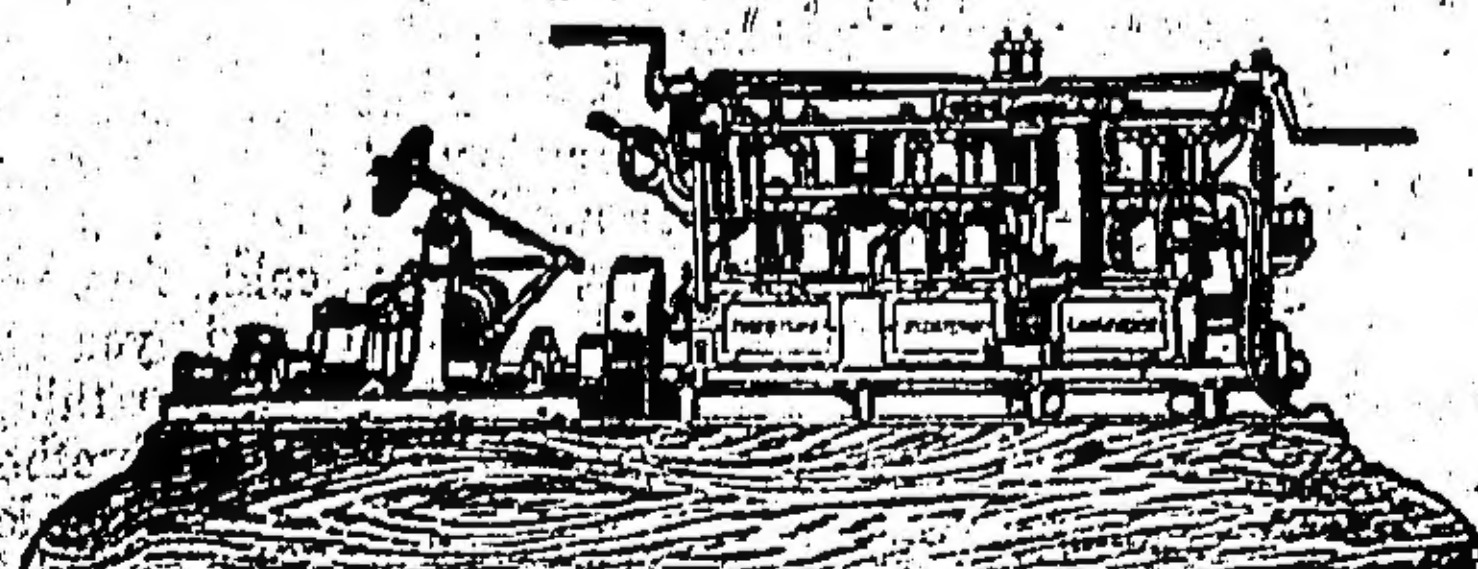
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

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TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, Havre, Bremen & H'burg	Preussen	H. A. L.	19, July
London & Antwerp	D. of Ruthven	J. M. Co.	19, July
London, Marseilles and Liverpool	Ajax	B. & S.	20, July
London, Amsterdam & Antwerp	Atreus	B. & S.	20, July
London, via Usual Ports of Call	Assaye	P. & O.	21, July
London & A'way via S'pore etc.	Nagoya	P. & O.	22, July
N'les, G'oa, A'ra, L'bon S'ton, &c.	Kleis	M. & Co.	22, July
Hamburg & Antwerp	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Silesia	H. A. L.	27, July
Glasgow and Rotterdam	Glenstrae	S. T. Co.	27, July
M'leilles via S'gon, S'pore, C'bo, Port Said	Atlantique	M. M. Co.	28, July
Ma'leilles, London & Antwerp	Iyo Maru	N. Y. K.	29, July
via Singapore, &c.	Stentor	B. & S.	1, Aug.
Marseilles, Rotterdam etc.	Silesia	S. W. Co.	5, Aug.
T'io, Fiume V'co, via S'pore etc.	Friska	H. A. L.	7, Aug.
Genoa, Dunkirk & Hamburg	M'komannia	H. A. L.	7, Aug.
Havre & Hamburg &c.	O.D.J. Ahlers	H. A. L.	22, Aug.
M'les, R'dam, Hamburg & A'werp	Senegambia	H. A. L.	25, Aug.
Havre, Emden & H'burg	Dortmund	H. A. L.	5, Sept.
H'burg, A'werp &c.	Holsatia	H. A. L.	10, Sept.
Genoa, Havre & H'burg			

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco & San Pedro	Bessie Dollar	H. D. Co.	20, July
V'toria, B.C., & T'ma via S'hai &c.	Canada M.	O. S. K.	22, July
V'couer, via S'hai, Japan etc.	E. of Japan	O. P. R.	22, July
San F'co via S'hai & Japan etc.	Shinyo M.	T. K. K.	23, July
San F'co via K'lung, S'hai & Japan	Korea	P. M. Co.	23, July
Boston & New York	Indrakula	J. M. Co.	27, July
V'ia, B.C. S'te via K'lung, S'hai &c.	Tamba M.	N. Y. K.	28, July
Victoria, V'or, S'te & P. (Or.)	Andalusia	H. A. L.	2, Aug.
San Francisco, via Shanghai,	Chiyo M.	T. K. K.	4, Aug.
M'ia, Japan and Honolulu	Royal	A. K. & Co.	5, Aug.
Boston and New York via Ports	Prince	B. & S.	5, Aug.
and Suez Canal	Teucer	O. S. K.	6, Aug.
V'toria, Tacoma, Seattle etc.	Tacoma M.		
V'ia, B.C. T'ma via K'lung, Japan	Den of Airie	J. M. Co.	10, Aug.
V'ia, B.C. T'ma via K'lung, Japan	M'nesota	N. Y. K.	14, Aug.
Tacoma & Portland	Tenyo M.	T. K. K.	25, Aug.
Seattle via Nagasaki etc.	Nippon M.	T. K. K.	8, Sept.
San Francisco, via Shanghai,	Monteagle	O. P. R.	9, Sept.
M'ia, Japan and Honolulu	Belgravia	H. A. L.	17, Sept.
San Francisco, via S'hai, Japan etc.	Brasilia	H. A. L.	12, Oct.
V'couer via S'hai, Japan etc.			
Victoria, V'or, S'te & P. (Or.)			
V'toria, V'or, S'te & P. (Or.)			

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	29, July
Australian Ports via Manila	Aldonham	G. L. Co.	31, July
Australia Ports	P. Waldemar	M. & Co.	8, Aug.

SINGAPORE, COAST PORTS AND JAPAN.

Nagasaki, Kobe and Yokohama	Goettingen	M. & Co.	19, July
Tamswi via Swatow & Amoy	Daigi Maru	O. S. K.	19, July
Swatow, Amoy, N'po & Shanghai	Hanyang	B. & S.	19, July
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	20, July
Yokohama, Kobe and Moji	Fooksang	J. M. Co.	20, July
Kobe	P. Waldemar	M. & Co.	21, July
Swatow, Amoy and Foochow	Haitan	D. L. Co.	21, July
Moji and Kobe	Colombo M.	N. Y. K.	22, July
S'hai, N'aki, Kobe & Yokohama	Yorok	M. & Co.	22, July
Anping, Takao via S'tow & Amoy	Kaifong	O. S. K.	22, July
Hoihow and Haiphong	Anhui	B. & S.	22, July
Shanghai	Salamis	B. L. L.	23, July
S'pore, M'tius & South A'can P.	Haiyang	D. L. Co.	24, July
Swatow, Amoy and Foochow	Tosa M.	N. Y. K.	25, July
S'pore, Pang, Rangoon & C'ntin	Hinsang	J. M. Co.	25, July
Sandakan	G. Apear	D. S. Co.	25, July
Shanghai, Kobe & Moji	Scandia	H. A. L.	27, July
Shanghai, Kobe and Yokohama	Paul Lecat	M. M.	27, July
Shanghai, Kobe & Yokohama	Kumano M.	N. Y. K.	28, July
Nagasaki, Kobe and Yokohama	Kawachi M.	N. Y. K.	29, July
S'hai, Moji, Kobe & Yokohama	Kamo M.	N. Y. K.	29, July
Kobe and Yokohama	Bohemia	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	Vorwaerts	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Indo M.	O. S. K.	13, Aug.
Bombay via Singapore, etc.	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
Batavia, Cheribon, Samarang, &c.	Tijibodas	J.O.J. L.	Q. desp.
Japan	Tijitlap	J.O.J. L.	Q. desp.
Shanghai	Tijikini	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijamah	J.O.J. L.	Q. desp.
Shanghai	Tijitarem	J.O.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel
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Swatow	Haitun
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DEPART ON MONDAY.

Japan	Fooksang
Sandakan	Hinsang
Foochow	Kaijo Maru

VESSELS ADVERTISED TO ARRIVE ON MONDAY

From	Vessel
Singapore	Goettingen
Shanghai	Hangsang
Bangkok	Duneric
Cebu	G. Apear

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on July 4, between 2 and 4 p.m.

The C. P. R. s.s. MONTEAGLE left Yokohama on July 13, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Nagasaki at 3 p.m. on July 13, and was due to arrive at Kobe at 3 p.m. on July 14.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on July 9.

AMERICAN MAIL.

The P. M. s.s. SIBERIA with the United States mail left Yokohama on July 13, for Hongkong via Manila and is expected to arrive at this port on July 25.

The P. M. s.s. KOREA will be despatched from Hongkong for San Francisco, via Keelung, Shanghai, Kobe, Yokohama, Shinjima, Yokohama and Honolulu on Thursday, July 23, at 1 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this port (via Queensland Ports) Port Darwin, Timor & Manila) on the 11th inst. and may be expected to arrive here on the 1st August.

The A. O. Line s.s. CHANGSHA left Sydney on the 14th inst. for Hongkong via Newbury Island, Port Darwin, Zamboanga and Manila and may be expected to arrive here on or about 8th August.

MERCHANT STEAMERS.

The L. C. S. N. s.s. HANGSANG left Shanghai on the 15th inst. and is due at Hongkong on the 20th instant.

The S. L. s.s. DEN OF AIRLIE left London on the 21st ult., and is due at Hongkong on the 8th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 26th Aug.

The I. L. s.s. INDRAKUALA left Moji on the 13th inst. for Hongkong via Shanghai and is due at Hongkong on the 25th July.

The s.s. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The s.s. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct.

The s.s. G. APOAR sailed from Calcutta on the 5th inst. and may be expected here on or about the 21st inst.

The s.s. YORCK left Colombo on Sunday the 17th inst. p.m. and may be expected here on or about Wednesday the 22nd inst.

The Bank Line s.s. DUNERIC left Bangkok on Monday, 13th July, and may be expected here on the 20th inst.

The s.s. GOETTINGEN left Singapore on Tuesday the 14th inst. at 6 p.m. and may be expected here on or about Monday the 20th inst. at 6 a.m.

The Mogul Line s.s. LENNOX sailed from the United Kingdom on 18th June, and is due to arrive here on or about the 30th inst.

The Mogul Line s.s. EROLL sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

The East Asiatic Co. s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 18th August.

The s.s. DUNERA sailed from Calcutta on the 10th inst. and may be expected here on or about the 20th inst.

The s.s. G. APOAR from Calcutta left Singapore on 15th inst. and may be expected here on or about the 20th inst.

The H. A. L. s.s. Preussen left Shanghai on the 16th inst. p.m. and may be expected here on or about the 20th inst. a.m.

VESSELS IN PORT.

Steamers.

Bourbon, Fr. s.s. 977, Levat Naut. 26th ult.—Salon, Gen.—Chinese.	Saxon Monarch, Br. s.s. 3,324, A. Walker 24th ult.—Philadelphia, Case oil—S. O. Co.	Saichoon, Br. s.s. 3,722, V. Graves, 26th ult.—Singapore, 25th ult., Gen.—Chinese.	Rajatus, Ger. s.s. 1,189, C. Wolf, 25th ult.—Bangkok, 19th ult., Rice—B. and S.	Bendoran, Br. s.s. 2,335, D. E. Calley, 2nd inst.—Singapore, 26th ult., Gen.—G. L. & Co.	Aldonham, Br. s.s. 2,410, G. L. Smith, 4th inst.—Manila, 2nd inst., Gen.—G. L. & Co.	Fookshing, s.s. 1,425, H. Alcock, 7th inst.—Haiphong, 5th inst., Coal—J. M. & Co.	Hopang, Br. s.s. 1,359, C. A. Robertson, 6th inst.—Moji, 3rd inst., Coal—J. M. & Co.	Rhesus, Br. s.s. 4,295, James Inkster, 7th inst.—Shanghai, 4th inst., Gen.—B. & S.	Mark, Ger. s.s. 4,019, Loewe, 8th inst.—Singapore, 2nd inst., Gen.—M. & Co.	C. Jensen, Ger. s.s. 951, Jacobson, 9th inst.—Swatow 8th inst., Rice—Chinese.	Hinsang, Br. s.s. 1,635, A. C. Kennedy, 10th inst.—Sandakan, 4th inst., Gen.—J. M. & Co.	Segovia, Ger. s.s. 1,767, O. Geissel, 10th inst.—Foochow, 7th inst., Gen.—H. A. L.	Canada Maru, Jap. s.s. 3,759, H. Yamamoto, 11th inst.—Shanghai, 8th inst., Gen.—O. S. K.	Petchaburi, Ger. s.s. 1,373, O. Gessowisch, 10th inst.—Bangkok, 28th ult., Rice—B. & S.	Demodocus, Br. s.s. 6,639, A. E. Dodd, 12th inst.—Singapore, 7th inst., Gen.—Order.	Lyemcoon, Ger. s.s. 1,238, E. Alahagon, 13th inst.—Saigon, 10th inst., Rice—Chinese.	Mauerning, Br. s.s. R. A. Malters, 14th inst.—Tawi Tawi, 8th inst., Gen.—Order.
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TIDE TABLE.

13th July, to 19th July, 1914.

	High Water	Low Water	High Water	Low Water
	Mean	Mean	Mean	Mean
Mon.	10 12	4 12	10 12	4 12
Tues.	10 11	4 11	10 11	4 11
Wed.	10 10	4 10	10 10	4 10
Thur.	10 9	4 9	10 9	4 9
Fri.	10 8	4 8	10 8	4 8
Sat.	10 7	4 7	10 7	4 7
Sun.	10 6	4 6	10 6	4 6

m morning. a afternoon.

SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE. PACIFIC MAIL S.S. CO TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, so indicated in schedule of sailings shown below.

The steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN.				To JAPAN.				
YAMAHA LEAVE	KOBAYASHI LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	STEAMER	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBAYASHI ARRIVE	YAMAHA ARRIVE
				KOREA	23 July	27 July	31 July	3 Aug.
				SIBERIA	23 Aug.	27 Aug.	31 Aug.	4 Aug.
				CHINA MARU	23 Aug.	27 Aug.	31 Aug.	4 Aug.
				E OF ASIA	23 Aug.	27 Aug.	31 Aug.	4 Aug.
				YAMAGUCHI	23 Aug.	27 Aug.	31 Aug.	4 Aug.
				MANCHURI	23 Aug.	27 Aug.	31 Aug.	4 Aug.
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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, JULY 18, 1914.

SHORT STORY.

THE LITTLE BOOSTER.

BY WALLACE IRWIN.

[This is a story by one of America's cleverest writers, who has a fine record to his credit. It deals with "two skyscrapers and Mrs. Casey," and the attempts which were made to get this good lady out of her home will prove most diverting reading. The story appears in a recent issue of *MacClure's*.]

Had Leonidas advertised for a lady helper to assist in defending the pass at Thermopylae against any number of invading Persians, he could not have done better than to have chosen Mrs. Mary Casey. Also, she would have been useful for holding bridges with Horatius; for it was she who, by her single handed prowess, held a gap between two tall buildings against the strongest army of real-estate speculators ever assembled in the city of San Bruno, State of California. No name in the directory was more hated of land brokers than was hers, no ground more coveted than the 100 by 150 foot plot on which her tiny shabby cottage crouched stubbornly between those lofty commercial towers which, like fabled giants, had suddenly risen out of nothing to overcome her. On the right it was the new Insoluble Trust Building; on the left the sky-aspiring department-store of Nathan Rosewasser.

These buildings were the commercial pride of booming San Bruno; and that Mrs. Casey's lot was wanted as the site for a still more imposing structure was a secret so open that it was shouted daily over every other telephone in town. Yet Mrs. Casey continued to raise chickens on her priceless holdings—two dozen sawney Plymouth Rocks, whose daily egg-songs vied with the click of typewriters in the offices on either side. Every little while some undisciplined agent would enter his domain prepared to offer her as high as a quarter of a million dollars for her place; and, like the hero in the ballad, said agent would always "walk right in, and turn right round, and walk right out." If he did not walk, he ran; for Mrs. Casey was taller and broader than most men, and at short range her dish-pan was a deadly weapon.

O. W. Ketchum, from his window on the tenth floor, cast an evil eye upon the widow's roof. He knew how to clear half a million by buying that lot within thirty days, and he could have murdered the big woman for her mulishness. Like many another great sinner, he was an eager stone-thrower. He hated Mrs. Casey's stubborn resistance; yet his own dog-in-the-manger attitude concerning the sale of certain property to the City Park was common talk among the honest Boosters. But it was Ketchum's way. And, as he yearned for Mrs. Casey's lot with a great passion, he resolved to make life so miserable for her that she would have to move. So Brian Boru Blaney happened upon her persecutions.

Anybody would have noticed Brian crossing Central Square that morning, because he wore a suit that rivalled the blue jay in its vivid coloring. In his pocket he jingled his last hundred dollars, the rest of his profits on the Healthy View sale having faded into Utopia Addition. He was thinking hard. Being in love, instinct urged him to ask

an uncertain question of a certain girl. Then he flogged the sparse coinage between his thumb and fore-finger, and pondered the fallacy of matrimony without patrimony.

"Somp'n burnin'," said Brian, sniffing the odour of hot rags. Looking across the square he saw a vast smudge of smoke rising from the street and pouring through the gut between the Insoluble and the Rosewasser buildings. A woman's voice hurled invective in the tone of outdoor Suffrage oratory.

"They're smokin' Mary out again," said Policeman Jones of the Park squad.

"I don't hear any riot call. Are y' blind on that side?" asked Brian.

"It's off me heat," replied Jones, retreating with that air of virtue peculiar to policemen in New York, Sodom, and other centres of graft and culture.

Brian pulled his green velvet hat over his eyes and raced across the square in the direction of the smudge. The gap between the two vast buildings formed a natural flue which drew the smoke straight across Mrs. Casey's house. A vicious circle of spectators had formed about the small but exciting drama, framing a picture which Brian saw from an elbow-space in the front row.

A seedy workman, going about it with all the dignity of a high priest performing a sacred rite, stood shovelling street litter on the pyre. Another workman, smoking a pipe, stood amusingly receiving the volleying abuse that flamed from the lips of a huge Irishwoman who carried a bucket in either hand, setting one down occasionally to add a telling gesture to some lofty flight of Billingsgate.

"Look at him, wud ye, th' dirty I. W. W.—too lazy to raise th' hand av him to honest worruk, so he must be either buildin' foires on th' dure-step av a lone woman. Take that grin off yer mug!"

Mrs. Casey suddenly reached for the offending grin, and came sufficiently near the mark to knock the workman's pipe several feet across the cleared space. (Laughter and applause.)

"Wh'y sint ye hero on this devil's errand?" she demanded. "Orders from the Board o' Health, lady," said the workman, mending his pipe.

"Th' Board o' Pesthouses, ye mean! I know who's back o' this job—Ketchum an' Sellers, lad, coss to th' black soaks!"

Her red forefinger pointed to a gilt sign on the tenth floor of the Insoluble.

"May the mold rot th' dirty money an' th' itch come to thim that counts it!" she shrieked.

And, as a sort of emotional climax to her curse, she seized a bucket of water and flung it over the head of the nearest workman. Taking advantage of the confusion, she made for the fire with the other bucket, and was about to empty it when the second workman jumped forward and deflected the sacred flame with a shovel held bayonet fashion. Mr. Casey gripped him by the hair, the workman rapped her knuckles with the handle of the shovel, and the crowd laughed.

Brian Boru Blaney, a bright-hued streak of wrath, shot forth from the crowd and wrenched the shovel from the man's hands.

The embattled foemen stood aghast at this unexpected appearance of the Blue Knight.

"Look here, Nero," said he, his Celtic eyes showing gun-metal blue as he held the spade like a baseball but a convenient distance from the workman's nose. "I guess this burlesque show's gone about an act too far. Chuck the douse on Little Vesuvius, Mrs. Casey!"

"God bless ye for a man!" sobbed the fat woman, as the water struck the smudge with a great hiss.

"It's th' boss's orders," whined the man.

"Carry 'em out!" suggested Brian, shaving the man's chin with the cutting edge of the tool.

The workman looked round for his companion. He was gone. So he withdrew in a flame of profanity, while the crowd giggled.

"You're a soft bunch o' rubber, ain't ye?" sneered the Little Booster to the audience in general. "There's a rare gentleman alive—saints be praised for th' miracle!"

The big woman advanced on Brian with arms outstretched. His blushes vying with his curly hair, he escaped through the mob and hurried away to the offices of Ketchum and Sellers.

C. W. Ketchum, the Big Booster, was still at his window on the tenth floor when the Little Booster came in. Ketchum, who was a fatish man with the general appearance of an old-fashioned tragedian, looked up at Brian's entrance and scowled. The two did not spoken since the day of Brian's abrupt discharge.

"What were you mixing up in that for?" asked the Big Booster savagely, pointing to the blackened scrap-heap in front of the cottage below.

A couple o' hired guanoes were tryin' to smoke the old lady out of her home, and I did the Dustin Farnum act," said Brian.

Those guanoes were hired by me," snapped O. W. Ketchum. "Keep yer hands off. They're my guanoes, see?—not yours. That Casey woman is driving me to distraction. I cffer her two hundred thousand for the piece—what does she say?"

Ketchum arose and pressed his nose almost against Brian's.

"What does she say?" he repeated. "Says she won't sell for a quintrillion dollars. Why? Because, forsooth, she wants land to raise hens on. Ye gods, it's sacrilege! To maintain a hen-coop on a lot where there might be a national bank building!"

"So you're trying to smoke her out?" inquired Brian, lighting one of Ketchum's rather offensive cigars.

"In the last three weeks we've done everything short of burning the house to convince her that this is not a homelike neighbourhood. We've hired the jinitor of the Insoluble to dump dust and tin cans from the roof into her yard. We've had the draymen from Rosewasser's store load crates against her fence, so she can't get in or out. In mending our mains we've accidentally—shut off her water supply. One of our agents thought of the bonfire scheme." Ketchum chuckled in the manner of a stout and well-fed Cassius. "It wasn't our fault, was it, that the Board of Health selected the spot in front of her house as a trash crematorium?"

"Gee!" almost whispered Brian Boru. "And you call yourself a Booster!" A fellow like you's enough to drive the tourists back to Los Angeles.

"Get out of my office!" bellowed Ketchum.

"In a minute," said the Little Booster, shifting the cigar to the other side of his mouth, but making no other move.

"I suppose you got lots of time, now you're out of a job," Ketchum said.

"I ain't out of a job."

"What, darn fool, are you workin' for now?"

"Mrs. Casey," replied Brian calmly. "She don't know I'm working for her, but I am."

"I hope you'll begin by teaching her some public spirit. For the selfish whim of a female mule, she's blocking the progress of the whole town. It's a hold-up."

"She ain't got a corner on the hold-up business," Brian suddenly stood and leaned over Ketchum.

"Now look here, old kiddo, I happen to know that you're tryin' to hold up the Park Commission for fifty thousand dollars on six lots that ain't worth three. Because the city wants that strip for their new gateway on Ocean Boulevard, you think you can slick 'em like a porous plaster. You're spoilin' a public park by your graft—but I ain't goin' to let you do that. Before the week's up I'll make you give that property to the city for what it's worth."

"What I do with my property is none o' your business," snarled the Big Booster.

"That's just what the Widdy Casey says. Unreasonable woman! But before you smoke Mrs. Casey out of her lots I bet I smoke you off your park property so hard you'll be spittin' cinders the rest o' your natural life."

"Dream on, Nemo!" quoth the Big Booster sweetly, as he shoved the Little Booster out into the hall and locked the door on the inside.

As Mrs. Casey had never given any sane excuse for resisting the offers of platitudes and alms to her miserable hut, Brian set forth to find an explanation; and he took the most direct course by applying to Mrs. Casey herself. It was not without misgivings that he swung the little wicket gate between the two skyscrapers and approached the dwarfish house. In physique he knew he was no match for the Amazon who had scolded many ambassadors from rival real estate dealers and put mourning-bands around the eyes of several more.

He was rather relieved, indeed, when he observed a padlock on the front door of the cottage; but a pungent smell of baking apprised him of the worst: Mrs. Casey was at home. Passing through the scraggly garden in the sideyard, he started half a dozen hens out of their forenoon repose.

"Who are ye? suddenly inquired a harsh contralto from the screen door.

"A friend," said Brian, halting dead in his track.

"Arr-r-ye a real-estater?"

"Yes, ma'am."

"Then that for yer friendship!"

The screen door suddenly popped open, and a mop, hurled javelin fashion, whizzed less than six inches from his right ear. A flying tea-kettle smote him on the elbow, and Brian halted the advance long enough to nurse his wounds and consider the advisability of carrying the door by assault, when hostilities suddenly ceased, and Mrs. Casey, her great arms akimbo at her board waist, stood before him.

"Ye wud be comin' aither—" she began. Then her expression suddenly cleared. "Head o' Saint Dinna!" she cried. "If I ain't been tryin' to kill the only gentleman in San Bruno!"

"Mrs. Casey," Brian began, standing within easy dodging distance of a tree-trunk, yet removing his hat with considerable grace. "I value your appreciation!" He picked up the mop and handed it to her.

"Ye're Irish, God bless ye!" said Mrs. Casey, accepting the weapon.

"My name is Brian Boru Blaney," said he. "The greenest blood of Ireland flows through my veins. My mother was a Casey and I won't go home till I've had a talk with you."

"Ye can't drive me," she said, making a show of stubbornness.

"You can't get the Irish any-

wheres by jabbin' 'em with a sharp stick," said he affably. "The English have tried that stunt for a hundred years—and what have they got out of it? God loves the Irish, and it's God's way to lead 'em with love."

"Come in," cried Mrs. Casey, opening wide the door. The room he entered was a broad, neat redwood kitchen. An advertisement representing a pretty child playing with a cake of soap was pinned to a beam beside the window. An insurance lithograph showing an impossibly idealized infant picking daisies occupied a place of honour over the stove.

"Have a cooky!" Mrs. Casey proffered a wooden bowl filled with crisp, golden discs, replicas of a batch now toasting in the oven.

"Yum! Grandma's ginger snaps! O you childhood!" Brian seized six, and smacked ecstatically.

"It's many's th' day since I've had a man taste me cookies," mourned Mrs. Casey, sitting ponderously in a kitchen chair and covering her red hands with her apron. "Lonesome I am—the persecuted av spalpeens, wid niver obliok nor child—"

She raised both hands to the lowering skyscrapers on either side.

"Here I set in me withered home between thim devil's orags, like a sick clam in the Giant's Causeway. Werra th' day!"

She began to weep loudly into her checkered calico apron. Brian rose and laid a sympathetic hand on her shapeless shoulder.

"Honest, it's too bad," he said. "But you're playin' an awful long shot, Mrs. Casey—a million to one against you. But it means a fortune to you to-morrow if you move. Why don't you beat it for pastures new?"

"Me?" Mrs. Casey bounced to her feet, a mountain of indignation. "Niver will I move—not till their feet rot away wid waitin'. D'ye think I'd sell out an' give him, th' dirty Scandinavian Swade, th' half o' me profit?"

"Who's the Scandinavian Swade?" asked Brian leaping to the crucial question.

"Ye're a gentleman, though in a bad business," answered Mrs. Casey. "Be the token, I'll tell ye what na one knows. Seventeen years ago I was married be th' priest to wan Martin Casey, and come to live in this house. Martin was a good man except whin drunk, which was most o' th' time. Five years we lived widout child, whin one day Martin, who was drivin' a sprinklin'-cart, more shams to th' wather—fell from th' seat an' expired in his alcohol."

Mrs. Casey gazed at the pretty child in the advertising placard. Tears again filled her eyes.

"What sin had I done, that th' Blessed Virgin sint no child to me bosom?" she cried.

"In thim days this house stood in th' midst o' fields. I owned no more than th' lot I live on, wid th' little shack out back, now used as a hen-coop. Wan day along comes a fella name av Oscar Hansen, a white-faced devil of a handsome Swade, thim worrakin' as a motorman on th' San Pedro trolley. Th' shack where me hins now roost I sold him for th' price av wan hundred dollars—great wealth to me in thim days. Th' deed for th' whole lot was still in me name, but we made a contract be th' lawyer that we was to share the profit half-an-half if we ever sold it."

Thim what did that devil Oscar do but come a-courtin' av me, wid his china-blue eyes an' white heart. Crazy fool that I was for lovin' him—they're wonderful ladies' men, thim Swades. So we was pledged to be married be th' priest. Beware of thim milk-faced blonds, me lad," said Mrs. Casey, wiping her eyes.

"All that's milk is not pure," suggested Brian.

"Me an' Oscar was to wed on a Thursday, Hinky Egan an' th'

Gripman's Union to stand for th' groom. It was on Wednesday mornin' whin along comes Hinky Egan wid a face longer 'n me father's chimney. 'Mrs. Casey,' he says, says he, 'prepare for th' wor-r-st. I am that,' says I. 'I'm preparin' to git married.' 'Naw, ye ain't,' says Egan. 'Explain yerself,' I says, says I. 'At which wor-r-st Hinky Egan stands twistin' th' rusty brass buttons av his coat. 'Mrs. Casey,' says he, 'if it's th' truth ye must know, Oscar Hansen ran off last night wid a gilt-roofed bison-shooter from th' Trolley's End Restaurant; an' they was married by th' justice.' I hurled th' lie in his face, an' followed it wid a pan o' hot mash. But it was th' God's truth he told me."

"So Oscar flew his kites with the blonde?" asked Brian.

"Where he wiat God knows, and how long he'll stay th' devil cares," she muttered. "But wan thing I know. White oward that he is, he'll niver dare show his mushroom face at me door to claim th' half av his property from th' Widdy Casey."

"So that's why you won't sell! You're holdin' on to spite Oscar."

"Ask me nawthin'!" She made a sudden dash at a smudge of smoke that came trickling through the chinks in the oven door.

"And now I've burnt me cookies to a heathen sacrifice while gabbin' here for th' g.d av nayther av us!" she snorted. "G'wan wid ye, befoor I heap th' cinders on yer red head!"

"If you sold yer lots, you could hire a cook to cook your cookies," said Brian blandly at the door.

"A mother's shpackin' wud av saved yer manners," she sniffed, as she dumped a pan of blackened cookies out of the window.

Brian dashed down D street and bolted up the Courthouse steps and into the Hall of Records, where the archives of every deed and misdeed of every citizen in the city and county of San Bruno were filed away in funeral pigeonholes. To seek for the name Hansen over the accumulated records of fifteen years would have required a week of diligence. He delved steadily in dust between the hours of eleven and three; then he abruptly gave up the long search and turned to the Coroner's Office, where he sought the mortuary files under the charge of Bill Hodge, the deputy. The Courthouse clock pointed three-thirty when Brian, archipelagos of dust smirching the oceanic blue of his new Norfolk coat, repaired to the stand of Nick Tony, the bootblack.

A small girl wearing a red hat entered Snell's Pompeian Ice Cream Parlours across the way.

"I didn't come here to take a bath," said Brian to Tony, who was conscientiously sponging a sleeve. "Gimme six zings with the broom and turn me loose."

Deputy Spencer was at the Pompeian's cash window, searching her purse for the price of a nut sundae. A blue sleeve crossed her shoulder and deposited a fifty-cent piece.

(To be Continued next Saturday.)

INDIAN'S BODY FOUND.

No Suspicion of Foul Play.

A search party of the 2nd Company of the H. K. S. B. R.C.A. yesterday found the dead body of Sergeant Nava Singh of their Company on a piece of vacant land in Canton Road, near the naval coal heaps. The cause of death is at present unknown. The body has been sent to the mortuary by the Water Police. There are no suspicions of foul play.

SHORT SERMON.

"Inasmuch as ye did it not."—Matthew, xxv, 45.

If we really understand ourselves we know that God has equipped us to be of service to one another. Clearly written in every sense, faculty and aptitude of our nature is the law of all moral, social and civic living—the law of service.

Almost all we know or can know about the standard of judgment is contained in a few of Christ's parables in which, He sketched with significant brevity how our lives are to be measured and weighed. It is something strange and unsuspected that we learn from the Supreme Teacher. Everyone who is condemned is condemned for the things he failed to do. The most damning sins are the sins of omission. It was not so much that wrong things had been done but right things had been left undone.

The barren fig tree grew nothing but leaves. It took the rain and dew and gracious sunshine, it drew life and strength from the air and the soil, but it gave nothing in return. No charge was made that it had blighted the landscape or poisoned the neighbourhood, simply it bore no fruit when it should have borne fruit.

In the parable of Dives and Lazarus we find the rich man lost not for licentiousness, not for tyranny, not for debauchery, not for positive cruelty, not because he possessed great wealth, not for anything in particular that he had done, but for what he had left undone. Dives had a great opportunity to serve his fellowman, but he had no sympathy, no social conscience. He did not ask himself how it must feel to be poor and ill and unfortunate, so he was judged for the pity he never felt, the charity he never offered; the aid he never extended.

Then we find three significant parables spoken by Christ on the same occasion and with the same purpose—the ten virgins, the talents, the separation of the sheep from the goats, all in the twenty-fifth chapter of Matthew. Five of the virgins were shut out from the marriage feast not because they had violated any of the laws of propriety, but because they had neglected to provide for the future; because, when their opportunity came to serve the bridegroom they were found to be unprepared for the service required. Their one sin was the sin of omission.

The man who had one talent did not squander it; the parable is very explicit on that point. The reason for his condemnation would have been obvious had he wasted the money entrusted to him on liquor or sensuality, or had he used it to bribe a Judge or to corrupt an official. But he did nothing of the kind; in fact, literally, he did nothing. The talent lay idle when it should have been producing; the unused money was a lost opportunity, a missed chance, a duty left undone. For that he was condemned.

In the parable of the sheep and the goats, the Judge said "Depart from me!" Why? Because they got drunk, stole, lied, blasphemed, committed adultery or murder? No, that would have been easy to understand; every one expects to be punished for such things, for the gross and brutal and vulgar sins of commission. "Depart—I was hungry, thirsty, cold, forsaken, ill and outraged and you did nothing to aid me," the things undone, the service of brotherhood and human kindness which you might have rendered but did not.

Everywhere are men and women and children needing help, comfort and encouragement. If we have the ability to meet the need and fail to respond, it will go hard with us in the final reckoning, according to the teaching of the One we call our Master.

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions from W. Baedke Esq. to sell by Public Auction on

TUESDAY, the 21st July 1914, commencing at 11 a.m.

at his residence No. 5 Ormsby Terrace, Kowloon.

A Quantity of Valuable Household Furniture.

On view from Monday, the 20th July.

Catalogue will be issued.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

CONSIGNEES

COMPAGNIE DES MES-
SAGERIES MARITIMES.

NOTICE

s.s. "AMAZONE."

Consignees of Cargo from London ex s.s. "Medoc."

Consignees of Cargo from Bordeaux ex s.s. "Ville de Constantine."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after the 20th July at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd July 1914 or they will not be recognized.

All damaged packages will be examined on the 18th July at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,
Agent.THE ROYAL MAIL STEAM
PACKET COMPANY.THE Steamship
"DEN OF RUTHVEN."From PACIFIC COAST and
JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 18th July will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the steamer or Godowns, and all goods remaining undelivered on 24th July will be subject to rent.

All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held on 23rd July at 9.30 a.m.

All Claims must be presented on or before 28th July otherwise they will not be recognized.

JARDINE, MATHESON
& CO., LTD.
Agents.

Hongkong, July 17th, 1914.

Don't forget after the Show
Supper, and Light Refreshments
"ALEXANDRA" CAFE,
Open Till Midnight.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
The Steamship
"BENGLOE."From MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 16th July, 1914.

PACIFIC MAIL STEAMSHIP
COMPANY.FROM SAN FRANCISCO,
JAPAN PORTS AND MANILA.

s.s. "KOREA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Saturday, July 18th, 1914, at 5 p.m. will be subject to landing charges and if undelivered Thursday July 23rd, 1914, at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown July 23rd 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before August 16, 1914, otherwise they will not be recognized.

R. O. MORTON,
Agent.

Hongkong, July 16th, 1914. [133

"INDRA LINE, LIMITED."

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"INVERCLYDE"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 23rd July at 9.30 a.m.

Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.

Agents.

Hongkong, 17th July, 1914.

TO SAIL

THE AMERICAN & ORIENT-
AL LINE.For Boston and New York via
Suez Canal.(With liberty to call at the
Malabar Coast.)

THE Steamship

"ROYAL PRINCE."

Captain Coull will be despatched as above on Wednesday, the 5th August.

This Steamer has excellent accommodation for a limited number of Saloon passengers.

For freight and passage apply

ARNHOLD KARBURG & Co.
General Agents.

HOTEL LISTS.

Hongkong Hotel.

Abraham, E. S. Lambert Mrs W H
Alport C M Mrs H A
Bate E. B. Mrs H A
Bell C D J. Langton A
Bellis, Mrs E R. Lloyd G T
Beas, G. A. Lobel F
Bonnamy S R. Mackintosh F A
Boulton F G. Marriott, Dr O
Bullmann E. Matheson, Miss M
Black W M. Matheson, Mrs R
Cambridge A J. T.
Cardiner E L. Macdonald J
Chilton W B. Mehta, B K
Classen H. Meyer, J
Clayton W E. Middleton G S
Colman Dr A L E. Milkowski N S
Cruikshank Mr and Mrs. Moore Dr & Mrs W
Mrs C H. L B
Curry, G P. Moyer P J
Davies Mr & Mrs. Musso
W J. Newton D
Douglas D S S. Potten S
Drost S. Powell G M
Duckwood F F. Purvis A
Duffy Miss M E. Ramsay Mr & Mrs
Ehrenfeld Mr & Mrs. Ramsay Mr & Mrs
H C. R A
Fehr H. Ray, E. H
Frank L B. Reay, Miss F
Frank A H. Rowell J P
Gibb J. Seddon Mrs
Grisozono P de. Sharpe J E
Guernier Mr & Mrs. Smyth F
H. Sorby V
Hall Capt T P. Sprague Dr F F
Handley Egg H. Spicer Mr & Mrs F
Hanning, Mr & Mrs. Li F C
Hannibal W A. Square Miss A
Harper G. Swift Mr & Mrs G H
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Henderson B. Tozer E M
Hewitt, Hon. Mr E. Walford H
A. G. M G. Walker Capt H A
Huntley. Warren E J T
Horton C E. White F W
Ibukiyama T. Winkler Mr and
Jordan A B. Mrs F
Kennedy Mr & Mrs. Winter Dr L
J A. Wintruff H
Kingdon R O H. Wood G G
Kockr Capt & Mrs. Wright Mr & Mrs J
Lambert E B. F

Carlton Hotel.

Bullantine Mr and Mrs. Jardine A H
Mrs B A. Lewis F S
Barnes C. Paul S
Carver W. Pratt Mr & Mrs
Charried A C. Riggs A
Croft T. Russell A
Dromble Lt Geo. Silva Mr & Mrs
Dennis F. Sutherland Mr & Mrs
Eades W J. Sutherland Mrs S
Fulcher O W. Tall Mrs
Garratt E F. Walker Mr and Mrs
Olidwell T A. F
Gregory T M. D C
Grady A J. Whitley A R
Harner A C. Williams A
Higginbotham C J. Williams A
Holloway H D. Wilson D C
Jackson Mr & Mrs W

King Edward Hotel.

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Bristow J H. McIntosh A J
Cox F W. Miller Mrs F A
Foy. Murphy E
Griffiths G W. Pasmoro Capt and
Hall P O. Mrs W C
Haynor H O. Roberts E K
Hovener H A. Silree Dr
Jennings A H P. Super O H
Joseph J. Thompson Mrs
Karsdorp D W. Teong J
Kornatz W. Walther Dr K
Kraft Mr & Mrs W D. Watson J R

Grand Hotel.

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Babers. Paulson
Beck. Paulson
Bondewyns. Roggerson
Cameron. Sanderson
Colman. Schudat Mr & Mrs
Crew Mr & Mrs. Skimin
Ematt Melle. Scott
Jackson. Wolsenborn
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Mitchell. Ylmgas
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Craw Miss. Smith Mrs J Grant
Dayle Mrs Madison. Turner G F
Guthrie V. Wilken Mr and Mrs
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ENTERTAINMENTS.

VICTORIA THEATRE.

9.15 To-night 9.15

The Dramatic Picture
"TOO LATE TO MEND"
IN 5 PARTS.

The Latest Gaumont Graphic.

GRAND ATHLETIC EXHIBITION

BY
ANTOINE FOURNIER

Champion of the Athletic World.

On Monday, 20th July 1914

The Challenged Wrestling Match between

"ANTOINE FOURNIER"

"The World's wrestler"

and

"MIGUEL SCHERBELIS" The renowned wrestler.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday 18th July.

the great fighting picture

"JOE JEANETTE"

versus

"GEORGES CARPENTIER"

"WIFFLES GOES TO THE DENTIST"

"Pathe's GERMAN & INTERNATIONAL Gazette"

LOOK OUT FOR

"ALBERT MORROW"—one of the

World's best Magicians.

TO SAIL

DOLLAR
STEAMSHIP LINE.Proposed sailings for SAN
FRANCISCO & SAN PEDRO.

s.s. "BESSIE" on or about

"DOLLAR" 30th July.

Connection made with Salt

Lake Railway at San Pedro for

OVERLAND points. For rates,

space and further particulars

apply to

THE ROBERT DOLLAR CO.,

V. M. SMITH,

Manager.

Tel. 792. 3, Queen's Building.

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd

For Glasgow & Rotterdam

The s.s. "GLENSTRAE"

(Capt. McGillivray) will be des-

patched for the above ports on or

about 27th July 1914.

Saloon fare Hongkong/Glas-

gow £40.

For freight or passage, apply

to

SHEWAN, TOMES & Co.

Agents.

Hongkong, 18th June, 1914

THE "INDRA" LINE LTD.

For Boston & New York.

(with liberty to call at the

Malabar Coast)

THE Steamship

"INDRAKUALA"

Captain A. H. Smith, will be

despatched as above on Monday,

27th July.

This steamer has excellent

accommodation for a limited

number of saloon passengers.

For Freight & passage, apply

to

JARDINE, MATHESON

& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9

Hongkong 3rd July, 1914.

ORIENTAL-AFRICAN LINE

For Singapore, Mauritius and
South African Ports.

THE Steamship

"SALAMIS"

4509 tons, Captain D. A. Gar-

diner, will be despatched as

above on Friday, 24th July, at

noon.

For rates of Freight and Pas-

sage apply to

The Bank Line Ltd.

Managing Agent.

Regular Steamship Service

Proposed Sailing from Hongkong

For BOSTON & NEW YORK

s.s. "MUNCAS-

TER CASTLE" on or about

18th July.

For Freight and further in-

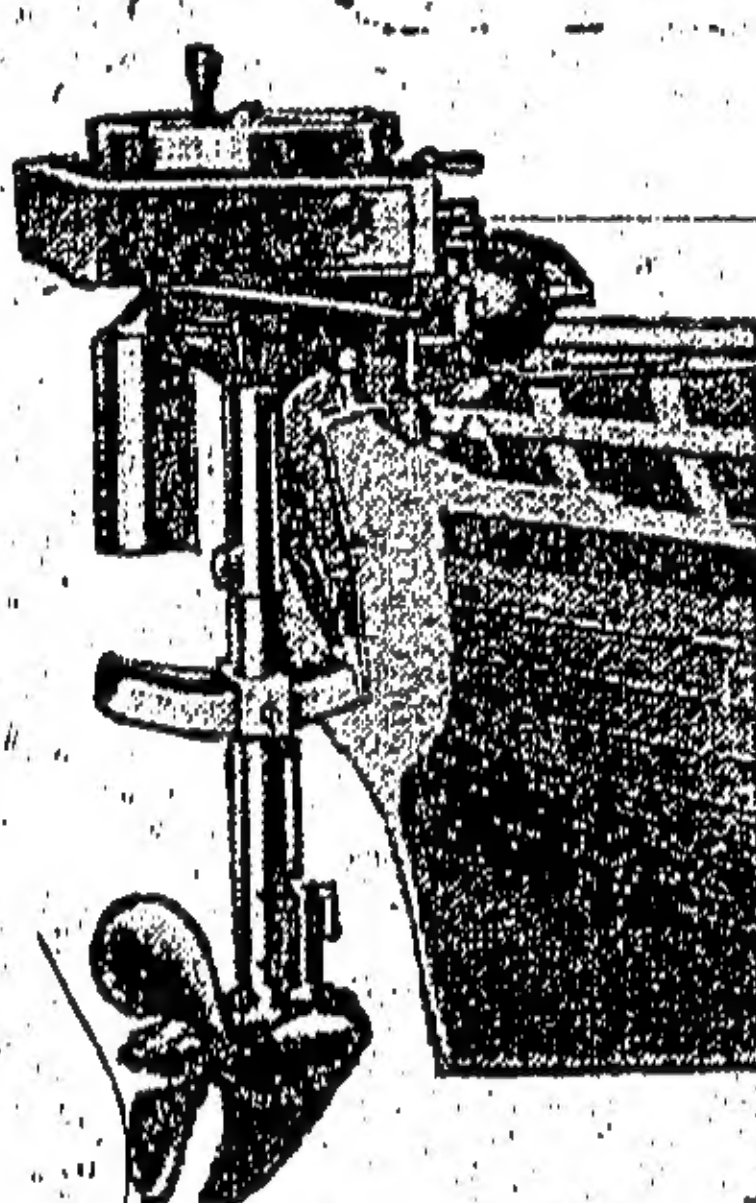
formation apply to

DODWELL & CO., LTD.

Agents.

Hongkong, June 4th, 1914.

NOTICES

EVINRUDE DETACHABLE
MOTOR,

1 1/2 - 2 H. P., 2-3 H. P., 3 1/2 -
5 H. P., with battery or
magnet-ignition.

For particulars apply to

CARRELS, BOERNER & CO.

Hongkong, King's Buildings,

3rd Floor.

Sole Agents for South China.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER
AND SOY MANUFACTURERS.

Factory at Yuenai.

OFFICE: No. 36, Des Voeux Road, W.

Telephone No. 177 & K. 12.

WE are the leading Manufacturers in

this class of Goods. Our Fruit &

Gingers are all fresh and of the first

quality of Sugar. We give our special

attention to our business and sanitary

arrangements.

NOTICE

THE HONGKONG CENTRAL
ESTATE LD.

NOTICE is hereby given that

the Statutory Meeting

of Shareholders of this Company

will be held at the Offices of the

General Managers at NOON on

MONDAY 27th inst. instead of as

previously notified.

By Order,

A. SHELTON HOOPER,

Secretary to The Hong-

kong Land Investment

& Agency Company, Ltd.

General Managers.

Hongkong, 6th July, 1914.

MARTIN'S
APIOL-STEEL
PILLS

A French Remedy for all irregularities

Thousands of Ladies have been cured of

all kinds of menstrual troubles by the use

of this simple and effective medicine. It

is a safe and reliable remedy for all

kinds of irregularities, and is

highly recommended by all

medical authorities.

It is a safe and reliable

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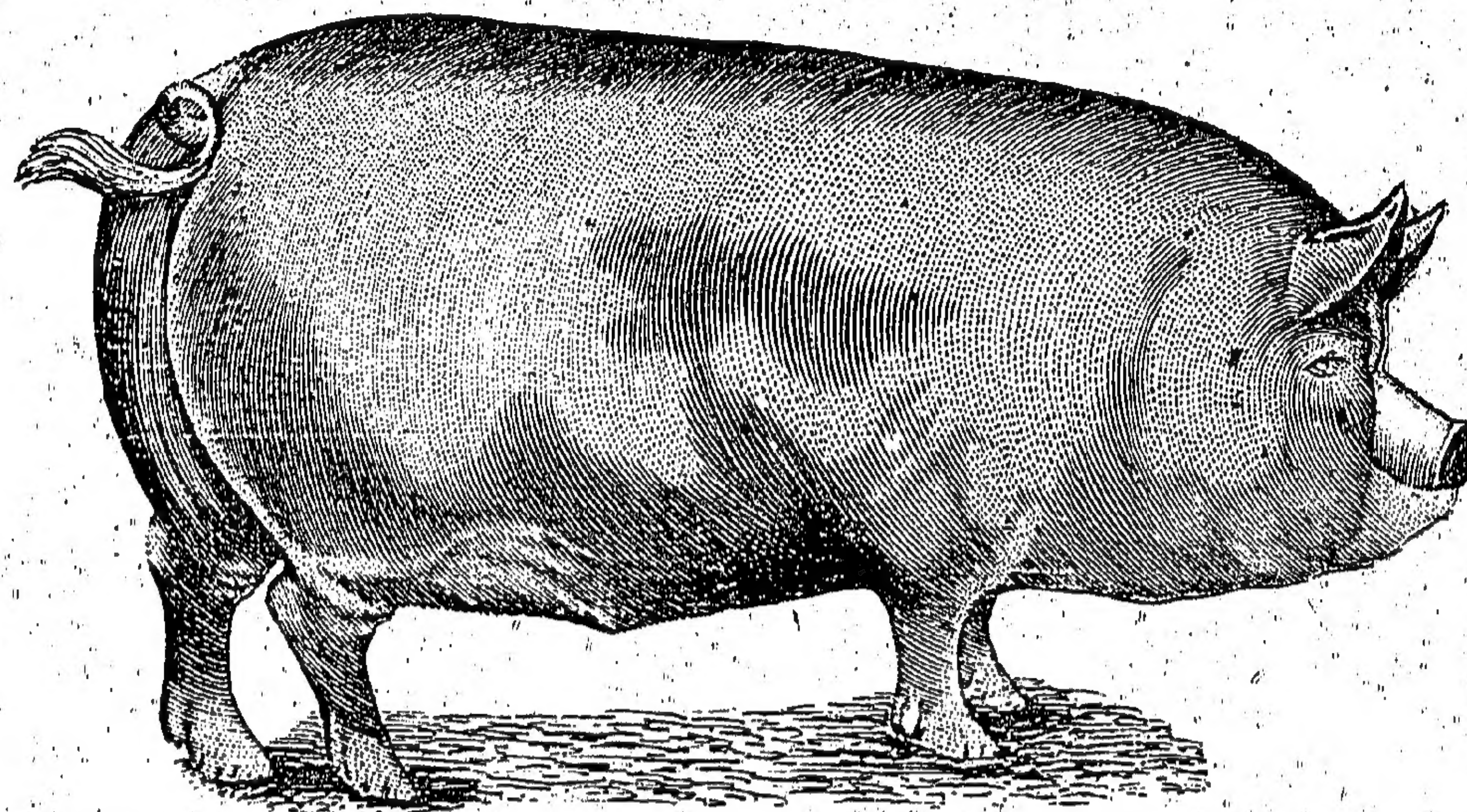
It is a safe and reliable

remedy for all kinds of

irregularities, and is

highly recommended by

DAIRY FARM NEWS.



OUR DAIRY FED PORK
IS
CLEAN, WHOLESOME & TASTY.

**"NOW TO THE POINT. CHINA CAN PRODUCE GOOD PORK IN
EVERY WAY EQUAL TO OURS. THERE IS AT HONGKONG A
DAIRY FARM**

**UNDER EUROPEAN MANAGEMENT PRODUCING PORK THAT, IF
PLACED ON THE ENGLISH MARKET, WOULD PROVE A DANGEROUS
COMPETITOR TO THE HOME, AMERICAN AND COLONIAL PRODUCT.**

**"THE PIGS THERE ARE REARED UNDER SANITARY CONDITIONS.
AND THE PORK IS OF EXQUISITE QUALITY."—JOHN BULL,
LONDON, FEB. 17, 1912.**

SUCKING PIG.

CORNEP PORK.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1913. Highest	1913. Lowest	1914. Highest July 10th to July 17th	1914. Lowest July 10th to July 17th	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	855 b.	150,000	\$125	all	835 Jan.	790 Aug.	855	840	{ £2 & 5/- bonus at ex. 1/11 3/16 equal to \$23.28 for 1/2 year ending 31/12/13
Marine Insurances.									
Canton Insurance Office, Ltd.	320 b.	10,000	\$250	50	349 Oct.	270 Jan.	320	312	{ Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	140 b.	10,000	£15	5	137 1/2 Aug.	131 Jan.	140	140	{ Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of C'lon, Ltd.	790 b.	12,100	\$250	100	845 April	784 Sept.	790	780	{ Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	194	12,000	\$100	60	200 April	185 June	194	194	{ Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurances.									
China Fire Ins. Co., Ltd.	155 b.	20,000	\$100	20	161 1/2 Dec.	146 May	155	155	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	395 b.	8,000	\$250	60	385 Jan.	354 May	395	395	\$27 for 1912
Shipping.									
China & Manila S.S. Co., Ltd.	59 s.	30,000	\$25	all	11 1/2 June.	7 1/2 Oct.	9	9	\$1 for 1906
Douglas Steamship Co., Ltd.	31 b.	20,000	\$50	all	42 May	30 Oct.	31	31	\$2.50 for year end'g 30/6/13
Hongkong, C. & M.S.S. Co., Ltd.	28 b.	80,000	\$15	all	29 1/2 Aug.	27 April	28	27	{ Interim of \$1 for half year end'g 30/6/13
Indo-China Steam Navigation Co., Ltd.	60 s.	60,000	£5	all	99 April	75 Aug.	60	60	{ 3/4 Interim a/c year 1913 on preferred shares
Shell Transport & Trading Co., Ltd.	94 1/2 b.	3,707,610	£1	all	118 1/2 April	98 1/2 Oct.	96 1/2	94 1/2	{ Final of 5/- making 7/- for 1913
Star Ferry Company, Ltd.	45 1/2 b.	20,000	\$10	all	58 Oct.	32 1/2 Jan.	45 1/2	44	{ Interim of 1/- a/c 1914 C.No. 22
Refineries.									
China Sugar Refining Co., Ltd.	70 b.	20,000	\$100	all	112 Jan.	92 1/2 Aug.	79	79	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	38 s.	7,000	\$100	all	40 Jan.	30 Dec.	28	28	\$3 for 1897
Mining.									
Kailan Mining Admin'n.	37 1/2 b.	1,000,000	£1	all	37 1/2 Dec.	30 1/2 July	37 1/2	37 1/2	{ Interim of 1/- for 1913 Coupon No. 3
Raub Australian Gold Mining Co., Ltd.	53 s.	200,000	£1	all	41 1/2 Jan.	3 Aug.	3	3	1/2 for 1909
Troch Mines Ltd.	30 1/2 b.	160,000	£1	all	86 1/2 Feb.	38 1/2 Dec.	30 1/2	30 1/2	1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
Hongkong & K.W. & G. Co., Ltd.	83 1/2 b.	60,000	\$50	all	99 July	74 Mar.	83 1/2	83	\$3.50 for year 1913
H'kong & W'poo D Co., Ltd.	86 1/2 b.	50,000	\$50	all	90 June	56 Jan.	62 1/2	62	\$3 dividend for year 1913
Shanghai Dock & Eng. Co., Ltd.	60 b.	55,700	£100	all	72 Jan.	51 July	59	59	Tls. 5 for 1913
Shanghai & H'kew W. Co., Ltd.	91 b.	68,000	£100	all	113 1/2 May	103 Jan.	91	91	Interim of Tls 3 for 1913
Lands, Hotels and Buildings.									
Anglo French Lands	124 b.	25,000	£100	all	125 Aug.	112 Mar.	127	125	Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd. (Old)	127 b.	12,000	\$50	25	125 Aug.	112 Mar.	127	125	{ \$7 on old shares, \$3.50 on new shares for year 31/12/13
H'kong Land Investment Co.	117 b.	50,000	\$100	all	118 July	101 Jan.	117	116	\$3 for year ending 31/12/13
Humphreys Estate & F. Co., Ltd.	76 1/2 b.	160,000	\$10	all	94 Feb.	8 Feb.	74	74	50 cents for 1913
K'loon Land & Building Co., Ltd.	44 b.	60,000	\$50	all	30 Aug.	33 Feb.	44	44	\$2.80 for 1913
Shanghai Lands	129 b.	78,000	£50	all	74 1/2 June	54 1/2 Jan.	73	73	{ Interim of 5 p.c. for year end'g 30.6.13
West Point Building Co., Ltd.	78 b.	12,500	\$50	all	74 1/2 June	54 1/2 Jan.	73	73	\$2.25 for half year ending 31.12.13
Manila M'pole Hotel	83 b.	15,000	£10	all	83 Jan.	8 Jan.	8	8	13 per cent. for 1910
H'kong Central Estates	100 b.	10,000	\$100	all	100	100	100	100	First year.
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	135 b.	20,000	£50	all	148 1/2 Nov.	120 July	135	132	Tls. 15 for year ending 31/10/13
Hongkong Cotton Co., Ltd.	74 b.	125,000	\$10	all	104 April	7 1/2 Dec.	74	74	50 cents 31/7/08
Kung Yik	12 s.	75,000	£10	all	15 1/2 Jan.	12 1/2 July	11 1/2	11 1/2	Tls. 1 1/2 for year ending 31/11/13
Laou Kung Mow	82 b.	8,000	£100	all	112 Jan.	93 Sept.	82	81	Tls. 12 for 1913
Shanghai Cottons	113 b.	50,000	£50	all	136 Mar.	104 Sept.	113	111	Tls. 10 for year ending 30/6/13
Miscellaneous.									
China Borneo Company, Ltd.	111 1/2 s.	60,000	\$12	all	11 1/2 May	9 April	111 1/2	111 1/2	\$1.20 for 1913
China Light & Power Co., Ltd.	44 1/2 s.	50,000	\$5	all	5 Nov.	2.20 Jan.	4 1/2	4 1/2	6% for year ending 28.2.06
Do. (Spec. shares)	44 1/2 s.	50,000	\$1	all	5 Nov.	2.20 Jan.	4 1/2	4 1/2	70 cts. for 1913.
China Prov. L. & M. Co., Ltd.	31 s.	200,000	\$10	all	9 1/2 Feb.	8 1/2 May	8 1/2	8 1/2	\$1.30 for year end'g 31/7/13
Dairy Farm Company, Ltd.	8 s.	40,000	\$7 1/2	all	6 Oct.	21 1/2 Jan.	38	38	40 cts. for 1911.
Green Island Cement Co., Ltd.	6 s.	400,000	\$10	all	7.30 Nov.	4.10 Jan.	6	6	\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	42 b.	90,000	\$10	all	49 Dec.	26 Jan.	42	42	Interim of \$2 1/2 a/c 1914
Hongkong Ice Company, Ltd.	200 b.	5,000	\$25	all	200 Jan.	157 Oct.	200	195	\$2 for 1913
Hongkong Rope Mfg. Co., Ltd.	325 b.	60,000	\$10	all	25 1/2 July	19 Jan.	25	24	{ Final div. of 6d. making 7 1/2 p. share for 1913
Hongkong Tramway Co., Ltd.	12 1/2 b.	325,000	5/-	all	9/6 Sept.	4/9 Jan.	12 1/2	12 1/2	{ Interim of T. 1 making T. 2 a/c 1913
Langkats	45 b.	250,000	£10	all	75 Jan.	19 Sept.	46 1/2	44	{ 80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30.4.14
Peak Tramway Co., Ltd. (Old)	10 b.	25,000	\$10	all	11 1/2 April	9 Sept.	10	9 1/2	None
Do. (New)	90 cts. s.	50,000	\$10	all	1.00 Jan.	90 cts. June	90 cts.	90 cts.	None
Philippines	5 s.	75,000	\$10	all	10	10	5	5	\$1.50 for 1910.
H. Price & Co., Ltd.	\$5	10	10	all	10	10	5	5	None
Société des Pulpes et Papiereries du Tonkin	20	13,200	\$50	all	20	20	20	20	None
Shanghai Sumatras	135	13,000	£20	all	5.00 May	3.50 Oct.	135	135	No dividend this year.
Steam Laundry Co., Ltd.	4.65 s. div.	20,000	\$5	all	5.00 May	3.50 Oct.	5	4.65	35 cts. for year ending 31/5/14
Union Water-boat Co., Ltd.	18 b.	50,000	\$10	all	18 1/2 May	13 1/2 Feb.	18	18	{ \$1.25 per share for year end'g 31.12.1913
A. S. Watson and Co., Ltd.	74.40 b.	90,000	\$10	all	8 1/2 May	6 1/2 Jan.	7.40	7.30	70 cts. for 1913
William Powell, Limited.	8 1/2 s.	75,000	\$7	all	11 July	9 Jan.	8 1/2	8 1/2	50 cts. for year ending 30.6.13
S. C. Morning Post	29 b.	6,000	\$25	all	29	29	29	29	None

WRIGHT & HORNBY,
Share and General Brokers.6, Des Voeux Road Central Tel. address. Rectitude
CORRECTED TO noon JULY 18th, 1914.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Wright and Hornby, in their report dated July 18, state:—
There has been an all round general improvement in rates for our local stocks during the week, and the market closes with a firm tendency.
Bar Silver is 25.1/16 per oz. ready and 25.1/8 per oz. for forward delivery, showing a decline of 5-8 per oz. during the week and market closes steady.

Exchange on London opened to-day at 1/10 T.T.
Banks.—Hongkong and Shanghai Banks have been in good demand and shares have changed hands at various rates between \$840 and \$855, closing firm with no sellers excepting at advance on the latter figure, London quotes \$83/10/- middle.

Marine Insurances.—Cantons are wanted at the improved rate of \$315, North Chinas could be placed at \$141 1/2 and Unions at \$795; the latter after sales at \$780 and 785. Yangtzes remain quiet at Tls. 194 or 73.

Fire Insurances.—China Fires are quoted at \$100 buyers and Hongkong Fires at \$398; a considerable business has been done in the latter stock at \$390.

Shipping.—China and Manilas have sellers at \$9 and Indo-Chinas at \$80. Douglases are in request at \$31. Hongkong, Canton and Macao Steamboats at the improved rate of \$28 and Star Ferries at \$46. Shell Transports have been an erratic market, declining from 96/8 sellers to 94/-, but at the close the market is firmer with buyers offering 95/-.

Docks, Wharves and Godowns:—Kowloon Wharves have advanced from \$83 to \$84 1/2 buyers after sales at the latter figure. Hongkong and Whampoa Docks are wanted at \$62 1/2, Shanghai Docks at Tls. 80 and Hongkew Wharves at Tls. 91.

Lands, Hotels and Buildings:—Hongkong Lands have further improved to \$117 buyers, Humphreys Estates have changed hands in small lots at 7 1/2 and more shares are wanted at the rate. Kowloon Lands could probably be placed at \$44, and West Points are in demand at \$73. Hongkong Hotels have sold at \$125 and close with buyers offering \$127.

Refineries.—China Sugars are still wanted at \$79 and Luzons have sellers at \$28.

Mining.—Kailans are quoted at 37/6 nominal. Tronohs are offering from London at 31/- and Raubs have local sellers at \$3. Langkats have been an erratic market, fluctuating between Tls. 44 and Tls. 47 for cash—the market closes Tls. 46 buyers. Total output for the past 7 days, is 1,575 tons.

Cotton Mills.—Hongkong Cottons can be placed at 7 1/2 but there are no shares offering. Eyos are quoted Tls. 184, Shanghai Cottons Tls. 114, Kung Yiks Tls. 12 and Laou Kung Mows Tls. 83.

Miscellaneous:—There are buyers of Cements at \$8, China Light and Powers at \$1, Hongkong Electric at \$42 1/2, Ices at \$200, Ropes at \$25, Hongkong Electric Trams at 12/3, after large sales at 12/3, Peak Trams at \$10, Union Waterboats at \$18 1/2, A.S. Watsons at 7 1/2, and Hongkong Central Estates at \$102. China Borneos are offering at 11 1/2, and Steam Laundries at 4.65.

Quotations received from London by cable to-day:—

Banks \$83/10/- Middle
Indos 65/-
Shells 95/- Buyers
Tronohs 31/- Sellers
Hongkong Electric Trams 12/8 Middle.

A Loss to the Sporting World:—Cheshire loses one of its best-known sportsmen by the death of Mr. Edward Lee Townshend, which has occurred at the early age of 45. The loss will be especially felt in the coursing world, since although Mr. Townshend was a relative newcomer in that branch of sport he had taken it up with the greatest enthusiasm, and was very popular in coursing circles. He was lucky in his first season, winning the Waterloo Cup in 1912 with Tide Time, which he had been fortunate enough to pick up for 25 guineas. Last February the dog ran into the last four. Mr. Townshend accompanied Lord Delamere, his wife's cousin, in one of his first big-game expeditions through Somaliland. He was a prominent member of the Cheshire Hunt and of the Tarporley Hunt Green Club.

NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(Capital Paid up, \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

The Office of
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed
SHEWAN, TOMES & Co.
General Managers:
Hongkong, 19th March, 1908 3

PEAK TRAMWAY CO.
LIMITED.

TIME TABLE
WEEK DAYS
7.00 A.M. to 8.00 A.M. Every 15 Min.
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4.00 P.M. to 5.00 P.M. Every 15 Min.
5.00 P.M. to 6.00 P.M. Every 15 Min.
6.00 P.M. to 7.00 P.M. Every 15 Min.
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12.00 P.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 2.00 P.M. Every 15 Min.
2.00 P.M. to 3.00 P.M

SPORTING NEWS.

The Great Polo Victory.

The story of the recapture of the Polo Cup from America is a sheer romance. The English team crossed the Atlantic to do battle for the trophy in every possible circumstance of discouragement. The public were led to believe that our men had not a chance, and all the people prayed for was that our champions would somehow manage to put up a plausible fight. After they reached America came the news that the English ponies were off-colour, and then Capt. Cheape, the most brilliant of our four, got badly into the wars during practice. It seemed a hopeless business. Officers of two to one on the Americans found little response, so doleful were the auguries. The iron of despair has often, before now, proved the spur of victory, and the sensational news of England's splendid triumph in the first game proved that history may still repeat itself. The American four was overwhelmed in that game, the advantage in play and ponies being all with the Englishmen, and the second encounter, that won back the Cup, showed that the first result was no fluke. If the American players under-estimated their opponents in the first game, they had no excuse for doing so in the second, and indeed, American sportsmen have readily admitted that our men won on their merits. British Polo players realise that America really taught us how to win back the Cup. Our team secured the victory by an admirable combination of the best characteristics of English and American polo, and every man of the four vindicated his right to international honours. The disparagement to which they were subjected before they sailed for America was, I am afraid, attributable in part to some very unfortunate jealousies. The critics agree that the two games that won back the Cup were the finest, and certainly the most thrilling, ever witnessed in America. Hunting has been called "the image of war" and the description would not be strained if applied to the last desperate chukkers of that breakneck deciding game at Meadowbrook. The team combination and personal understanding between our men were almost perfect, and the ponies were faster and better trained than the American animals, some of the more famous of which are becoming a little passé. The dogged pluck shown by our players against the odds, the grim determination to master fate, was beyond all praise, and the fame of Captain Cheape, who rode out to win the Cup breathing through quills down a broken nose, will live in the annals of British sport. There is not a British regimental mess in any part of the globe where the health of the victorious four has not been toasted. And there is special joy in the well-known sporting Cavalry regiment that poached one of the players from the Artillery, with the offer of a Captaincy just for the sake of his polo. There could be no better tribute to the genuine enthusiasm of our sporting British officers than the fact that not a man of the regiment dreamt of complaining about his own ignored seniority.

IT IS WHAT YOU GET MORE
THAN WHAT YOU PAY. THE
DOUBLE STRENGTH MEANS
DOUBLE VALUE.

LOTUS MOKHA
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

YARN REPORT.

The Market Continues Dull.

Messrs. Polishwalla and Kotwall, in their report dated July 17, state:— Since our last report, per a.s. Himalaya, issued on the 4th inst., the market has continued dull. No business of any consequence has transpired, the total sales coming under our notice during the whole period under review being only 1,500 bales, and these having been effected at a reduction in values of from fifty cents to one dollar per bale.

The floods up the West River are reported to have subsided, but the country round about will take some time to recover from the enormous damage caused to life and property.

In the meantime, shipments to some of the flooded districts are slowly being resumed.

The closing tone of the market appears to be steady, chiefly, no doubt, due to the fall in the rupee rate.

Unsold stocks, 60,000 bales. Sold but undelivered in the Godown and to arrive, 48,000 bales.

Arrivals.—The Mail str. Devanha and extra str. Jinsen Maru from Bombay, and str. Apar from Calcutta have brought in 4,700 bales for Hongkong and 2,800 bales for Shanghai.

Local Mill.—About 200 bales of this mill have been sold, at quotation.

Shanghai.—This market, after being dull for some time, has latterly recovered somewhat, and a fair amount of business has been effected.

Japanese Yarn.—No sales. Raw Cotton.—No sales in Bengal or China. Stocks: 2,000 bales Bengal and 900 bales Chinese. Quotation Bengal at \$22 to \$27, Chinese at \$25 to \$29 per picul.

The victors have been lionised in New York, and it would have needed an Army and Navy Stores to furnish all the spurs and whips legged for as mementoes by charming American ladies. After the last game was over the famous Waterbury brothers declared that they were "through with International Polo", but it is taken for granted that next year we shall have an American four at Hurlingham after the cup again. The first competition for that trophy took place in 1886, and was won by England. It was not competed for again until 1902, when the American challengers were once more defeated. We lost it in 1909, and have recovered it at the third venture, after Captain Hardress Lloyd failed in 1911, and the Duke of Westminster in 1913.

SILIMPOPO GOAL BUNKERS

can be supplied at cheap rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

The Siberia, with the American Mail, is due to arrive here on Saturday, the 25th inst.

MAILS DUE.

American, Siberia, 25th inst.

MAILS CLOSE TO-DAY.

Philippine Is.—Per M. CASTLE, 18th July, 4 p.m.
Daly & Newchwan.—Per INDRA, 18th inst., 4 p.m.
Shanghai and North China (Europe via Siberia).—Per YINGCHOW, 18th July, 5 p.m.
(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 8.30 p.m. on Thursday, the 23rd July.)
Swatow, Amoy, Ningpo, Shanghai & North China.—Per HANTANG, 18th inst., 5 p.m.
Straits.—Per KOEBER, 18th inst., 5 p.m.

TO-MORROW.

Swatow.—Per HAIMUN 19th July, 9 a.m.
Shanghai & North China.—Per YINGCHOW, 19th inst., 9 a.m.
Swatow and Bangkok.—Per PETCHABURI, 19th inst., 9 a.m.

MONDAY, 20th July.

Sundakan.—Per HINSANG, 20th inst., 11 a.m.
Straits, Ceylon, India via Bombay.—Per PENANG M., 20th July, 11 a.m.
Japan via Kobe.—Per FOKUSANG, 20th inst., 11 a.m.
Swatow, Amoy & Fookchow.—Per KAIJO MARU, 20th July, 1 p.m.

TUESDAY, 21st July.

Philippine Is.—Per TEAN, 21st July, 3 a.m.
Amoy and Fookchow.—Per HAICHING, 21st July, 10 a.m.
Swatow.—Per HAITAN, 21st inst., 10 a.m.
Shanghai & N. China, Japan via Nagasaki, Yokohama, Kobe, San Francisco, U.S.A. (Europe via Siberia).—Per E. OF INDIA, 21st inst., 11 a.m.
Swatow, Amoy, Formosa via Tamsui.—Per DAIGI MARU, 21st inst., 1 p.m.
India via Calcutta.—Per KUTSANG, 21st July, 1 p.m.

WEDNESDAY, 22nd July.

Holchow, Haiphong & Pakhoi.—Per KALFONG, 22nd inst., 10 a.m.
Shanghai & N. China.—Per CROYANG, 22nd inst., 10 a.m.
Swatow.—Per HAIMUN 22nd inst., 10 a.m.
Straits, Batavia, Cheribon, Samarang & Sourabaya.—Per BANAI M., 22nd inst., 11 a.m.
Formosa via Keelung, Shanghai, Yokohama, Kobe, San Francisco, U.S.A. (Europe via Siberia).—Per KANOHOW, 22nd inst., 3 p.m.

THURSDAY, 23rd July.

Wel-hai-wai, Chefoo & Tientsin.—Per KUEIKOW, 23rd July, 9 a.m.
Formosa via Keelung, Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada via San Francisco, Europe via Siberia.—Per KOREA, 23rd July, 11 a.m.
(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 5 p.m. on Monday the 27th July.)
Shanghai & N. China.—Per HANGSANG, 23rd July, 11 a.m.
Straits, India via Calcutta.—Per KUMSANG, 23rd inst., 1 p.m.
Shanghai, N. China & Japan via Kobe.—Per G. APCAR, 23rd July, 3 p.m.
Shanghai & N. China.—Per ANHUI, 23rd inst., 5 p.m.

FRIDAY, 24th July.

Swatow, Amoy & Fookchow.—Per HAIYANG, 24th inst., 10 a.m.

SATURDAY, 25th July.

Philippine Is.—Per YUENSANG, 25th July, 1 p.m.
Shanghai and North China (Europe via Siberia).—Per KANOHOW, 25th inst., 5 p.m.

TUESDAY 28th July.

Saloon, Straits, Ceylon, Aden, India, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per ATLANTIQUE, 28th inst., 11 a.m.
Philippine Is.—Per CHINHUA, 28th inst., 3 p.m.
Formosa via Keelung, Shanghai, N. China & Japan, via Moji, Victoria B. C. & Seattle, West—TAMBO M., 28th inst., 3 p.m.
Japan via Nagasaki.—Per KUMANO M., 28th July, 4 p.m.

WEDNESDAY, 29th July.

Straits & Ceylon.—Per IYO MARU, 29th inst., 9 a.m.

MONDAY, 27th July.

Philippine Is., Australia, Tasmania & New Zealand via Port Darwin.—Per ALDENHAM, 27th inst., 9 a.m.
Tientsin.—Per CHIPPING, 27th inst., 9 a.m.

FRIDAY, 31st July.

Philippine Is., Australia, Tasmania & New Zealand via Port Darwin.—Per ALDENHAM, 31st inst., 9 a.m.
Tientsin.—Per CHIPPING, 31st inst., 9 a.m.

WEDNESDAY, 5th Aug.

Japan via Moji, Honolulu, Hilo, Manzanillo, Salina Cruz, Colima, Acapulco, Valparaiso and Oporto.—Per KIYO M., 5th Aug., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Assaye, Br. s.s. 4,350, G. J. Coldwell, 17th inst.—Shanghai, 14th inst. Gen. —P. & O. S. N. Co.
Hanoh, Fr. s.s. 742, Chevalier, 18th inst.—Haliphong, 18th inst. Gen.—A. R. Marty.
Kankuk, Br. s.s. 2,593, T. J. Archbold, 17th inst.—Haliphong, Gen.—S. O. Co.
Kuelchow, Br. s.s. 1,220, Forsyth, 18th inst.—Chefoo, 11th inst. Gen.—B. & S.
Fooning Maru, Jap. s.s. 5,300, S. Murakami, 18th inst.—Moji, 12th inst. Gen.—N. Y. K.
Fakot, Ger. s.s. 1,012, Pallner, 17th inst.—Bangkok, 10th inst. Rice—B. & S.
Tijihai, Dut. s.s. 3,008, W. H. Laga, 17th inst.—Batavia, 9th inst. Sugar & Coffee—J. C. J. L.

DEPARTED.

July 18.
Laertes for Saigon.
Kuikang for Newchwan via Chefoo.
Bengio for Yokohama via Nagasaki.
Choyang for Shanghai via Swatow.
Yingchow for Canton.
Hajun Maru for Saigon.
Talyo Maru for Canton.
Kankuk for San Francisco.
Nelson for Yokohama via Shanghai.
Wongkol for Singapore via Swatow.
Erskin for Bangkok.
Ceylon Maru for Yokohama via Shanghai.
O. Diederichsen for Haliphong via H'ow.
Foching for Saigon.

CLEARANCES AT THE HARBOUR OFFICE.

July 17.
Phuyen for Hanyang.
July 18.
Mexico City for Chihli via Moji.
Kanyo for Bombay via Singapore.
Kankuk for Canton.
Loongay for Manila.
Bourbon for Saigon.
Choyang for Singapore via Swatow.
Petchaburi for Bangkok via Swatow.

PASSENGERS ARRIVED.

Per a.s. Assaye from Shanghai for Hongkong.—Mr. W. Drierson, Dr. W. G. Reynolds, Mr. Y. W. Bell, Mr. J. C. Long.

PASSENGERS DEPARTED.

Per a.s. Assaye from Hongkong for London etc.—Mr. & Mrs. E. Pellow, Miss Page, O. L. Malden, J. Mitchell, W. Skinnor, J. M. McLaughlin, W. W. Beveridge, Capt. F. C. Austin, Mr. & Mrs. J. Beveridge, Dr. Carvalho Rego, R. C. Paradinna, K. M. Sommar, A. H. Frank, A. D. Cameron, J. J. de Glos, A. Russell, W. A. Dowley, Mr. & Mrs. J. A. Kennedy, Mr. & Mrs. O. H. Cruikshank, Miss Jules Herpin, Ng Shing-tung, Wan Hak-tung, L. R. Dickson, R. L. Morgan.

SHIPS PASSED THE CANAL.

London, 7 July.
Arrivals from China.—Cardiganhire, Agamemnon, Benavon, Sithonia.
The following vessels have passed the Canal.—Kamo Maru, Altmark, Indradro, P. Ludwig, Norderny, Paul Leat.

London, 10 July.
Arrival from China.—Bellerophon.

The following vessels have passed the Canal.—Idomenos, Lemnos, Polynesian, Agapenor, Sardinia, Tubingen, Laomedon.
London, 14 July.
Arrivals from China.—Atsuta Maru, Lycaon, Lothian.

The following vessels have passed the Canal.—Achilles, Benlomon, Glentworth, Sachson, Sakuma, Suavia, Wakasa Maru, Furst Bulow, Novara.

Oysters, Fresh, Fried or Stewed.
Findou Biddocks, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 17th at 12.10.—Pressure is still highest from the Boulds to S. Japan. The increase of pressure over Tongking has not continued. The depression has deepened and moved eastward. It is now central over the Gulf of Tongking.

A depression is approaching the Ballintang Channel from eastward. At 6 a.m. this morning the centre was in about latitude 18° S. and longitude 120° E.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. E. winds, fresh to moderate; moderate rain, clearing later. Variable winds, moderate.

1 Hongkong and Neighbourhood. 2 Formosa Channel. 3 South coast of China bet. Formosa and H.K. and Japan. 4 South coast of China bet. H.K. and Hainan. 5 South coast of China bet. Hainan and H.K. and Hainan.

China Coast Meteorological Register. 17th July, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Wootock	7a	29.69	66	80	sw	1	o
Yamuro	6a	29.83	68	80	sw	1	o
Hakodati	6a	29.83	68	80	sw	1	o
Tokio	6a	29.84	68	80	sw	1	o
Kobe	6a	29.89	68	80	sw	1	o
Nagasaki	6a	29.89	68	80	sw	1	o
Kagima	6a	29.89	68	80	sw	1	o
Oshima	6a	29.89	68	80	sw	1	o
Shimonoseki	6a	29.89	68	80	sw	1	o
Yokohama	6a	29.89	68	80	sw	1	o
Osaka	6a	29.89	68	80	sw	1	o
Kobe	6a	29.89	68	80	sw	1	o
Yokohama	6a	29.89	68	80	sw	1	o
Osaka	6a	29.89	68	80	sw	1	o
Kobe	6a	29.89	68	80	sw	1	o
Yokohama	6a	29.89	68	80	sw	1	o
Osaka	6a	29.89	68	80	sw	1	o
Kobe	6a	29.89	68	80	sw	1	o
Yokohama	6a	29.89	68	80	sw	1	o
Osaka	6a	29.89	68	80	sw	1	o
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Osaka	6a	29.89	68	80	sw	1	o
Kobe	6a	29.89	68	80	sw	1	o
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Osaka	6a	29.89	68	80	sw	1	o
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Osaka	6a	29.89	68	80	sw	1	o
Kobe	6a	29.89	68	80	sw	1	o
Yokohama	6a	29.89	68	80	sw	1	o
Osaka	6a	29.89	68	80	sw	1	o
Kobe	6a	29.89	68	80	sw	1	o
Yokohama	6a	29.89	6				